ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. # 0010322 **OFFICE** Design Policy & Support

Fulton County
GDOT District 7 - Metro Atlanta **DATE** 10/30/2013
SR 8/Hollowell Parkway - Bike &
Pedestrian Improvements

FROM for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT **APPROVED CONCEPT REPORT**

Attached is the approved Concept Report for the above subject project.

Attachment

DISTRIBUTION:

Bobby Hilliard, Program Control Administrator
Genetha Rice-Singleton, State Program Delivery Engineer
Glenn Bowman, State Environmental Administrator
Cindy VanDyke, State Transportation Planning Administrator
Ben Rabun, State Bridge Engineer
Kathy Zahul, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Charles "Chuck" Hasty, State Materials Engineer
Mike Bolden, State Utilities Engineer
Jeff Fletcher, Statewide Location Bureau Chief
Rachel Brown, District Engineer
Scott Lee, District Preconstruction Engineer
Patrick Allen, District Utilities Engineer
Jeff Simmons, Project Manager
BOARD MEMBER - 5th Congressional District
FHWA – attn: Rodney Barry, Georgia Division Administrator

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
PROJECT CONCEPT REPORT

Project Type: Enhancement
GDOT District: 7
Federal Route Number: 78/278

P.I. Number: 0010322
County: Fulton
State Route Number: 8

SR 8/D. L. Hollowell Pkwy. proposed improvements will construct 9' mutli-use paths (4' bicycle lane and a 5' pedestrian sidewalk) and a 6' tree planting zone along Donald Lee Hollowell and add pedestrian/street lighting and trees along Donald Lee Hollowell from West Lake Ave./Florence Place to Proctor Creek (west of Gary Avenue). The intersections of West Lake/Florence Place, Chappell Road and Elbridge Drive will be realigned and restriped.

Submitted for approval:

Beyondsites Technology, Inc. (Atlanta Services Group Joint Venture) — DATE 3/6/13

City of Atlanta Department of Public Works — DATE 3/21/13

Office Head — DATE 5/6/2013

GDOT Project Manager — DATE 5/3/13

Recommendation for approval:

Program Control Administrator — GLENN BOWMAN*/EKP — DATE 6/12/2013

State Environmental Administrator — KATHY ZAHUL*/EKP — DATE 6/6/2013

State Traffic Engineer — LISA MYERS*/EKP — DATE 5/30/2013

Project Review Engineer — JUN BIRNKAMMER*/EKP — DATE 6/19/2013

for State Utilities Engineer — RACHEL BROWN*/EKP — DATE 5/30/2013

District Engineer — DATE

State Transportation Financial Management Administrator — DATE

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Plan (RTP) and the State Transportation Improvement Program (STIP).

State Transportation Planning Administrator — CINDY VANDYKE*/EKP — DATE 5/30/2013

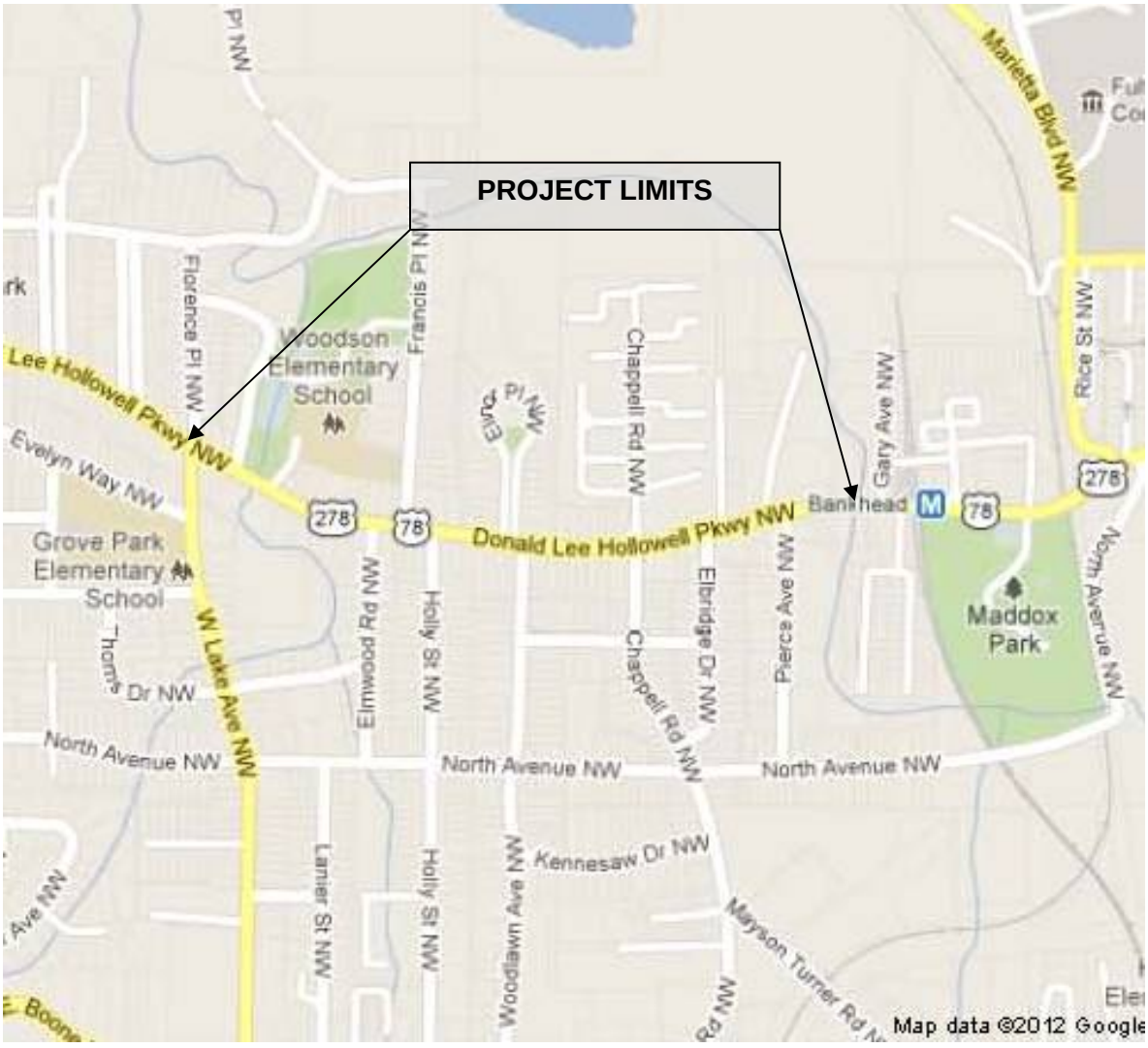
* - RECOMMENDATION ON FILE

PROJECT LOCATION

PROJECT LOCATION MAP

(NOT TO SCALE)

Donald Lee Hollowell Parkway
from West Lake Ave./Florence Place to Proctor Creek (west of Gary Avenue)



NORTH

PLANNING & BACKGROUND DATA

Project Justification Statement:

The Donald Lee Hollowell Parkway Corridor Improvement project in the City of Atlanta, Fulton County, Georgia is included in the Livable Centers Initiative (LCI) Pre-Qualified List of Transportation Projects which encourages local jurisdictions to plan and implement strategies that link transportation improvements with land use development strategies to create sustainable, livable communities consistent with regional development policies.

The Donald Lee Hollowell Parkway Corridor Improvement project is a result of the "2006 Bankhead MARTA Station Transit Area LCI Study" sponsored by the City of Atlanta. The Donald Lee Hollowell Parkway Corridor project was also adopted into the 2008 Connect Atlanta Plan.

The adjacent land uses along D.L. Hollowell Parkway between West Lake Avenue/Florence Place and Proctor Creek are primarily mixed retail, light industrial, and residential. Along D.L. Hollowell Parkway are MARTA bus stops. Sidewalks exist along the north and south sides for the majority of the corridor except between West Lake Avenue and Elmwood Road on the south, Elbridge Drive and Proctor Creek on the south. Improvements to the pedestrian facilities are needed in order to provide connectivity between adjacent residential neighborhoods, recreation and civic facilities, and the business community within the corridor. With the improvements to the pedestrian facilities, intersection improvements were also identified to reduce accident frequency of both the pedestrian and vehicular users of the corridor. There were eight pedestrian accidents along this corridor between 2004 and 2009. Recommended improvements within the corridor include multimodal mobility/efficiency, visual aesthetics and improved traffic signal operations.

The overall performance goals of the Donald Lee Hollowell Parkway Corridor project are to improve pedestrian connectivity and reduce crash frequency and severity. Secondary benefits expected are improvements to the visual appeal of the area and the project is expected to promote growth as outlined in the 2006 Bankhead MARTA Station Transit Area LCI Study.

Description of the proposed project:

The proposed improvements will construct 9' multi-use paths (6 foot sidewalks and 4 foot one way bike pair) along Donald Lee Hollowell and add streetscape trees, pedestrian and street lighting inside a 6' tree planting zone along Donald Lee Hollowell from West Lake Ave./Florence Place to Proctor Creek (west of Gary Avenue). The proposed improvements to this project also realign West Lake Avenue with Florence Place. The proposed improvements will also re-stripe Chappell Road in order to align through movements across Donald Lee Hollowell Pkwy. (which will eliminate the existing conflicting lane alignments), add a dedicated left turn lane on Chappell Rd., add dedicated left turn lanes with adequate storage along Donald Lee Hollowell, add a dedicated right turn lane to westbound Donald Lee Hollowell, and improve the right turn radius on southbound Dobbs Street. The corridor will maintain the existing 35 mph design speed. The approximate length of the project is 0.75 miles and is located within the City of Atlanta and Fulton County.

Federal Oversight: ☒ Full Oversight ☐ Exempt ☐ State Funded ☐ Other

MPO: ☐ N/A ☒ MPO - Atlanta Regional Commission (ARC)
MPO Project TIP # AT-240

Regional Commission: ☐ N/A ☒ RC – Atlanta Regional Commission
RC Project ID # AT-240

Congressional District(s): 5

Projected Traffic: ADT
SR 8/Donald Lee Hollowell Pkwy.
Current Year (2013): 16,400 Open Year (2016): 16,900 Design Year (2036): 20,100

Functional Classification (Mainline):
Urban Principal Arterial – SR 8/Donald Lee Hollowell

Is this a 3R (Resurfacing, Restoration, & Rehabilitation) Project? ☒ No ☐ Yes

Is this project on a designated bike route? ☒ No ☐ YES
Local Route – City of Atlanta

Is this project located on a pedestrian plan? ☐ No ☒ YES

Is this project located on or part of a transit network? ☐ No ☒ YES

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: Issues of concern are pedestrian safety/connectivity.

Context Sensitive Solutions: This project will include pedestrian and roadway lighting, street landscaping (rows of trees) and 9 foot multi-use paths (includes 5 foot sidewalks and 4 foot one way bike pair).

DESIGN AND STRUCTURAL DATA

Mainline Design Features:

Roadway Name/Identification: SR 8/Donald Lee Hollowell

Feature	Existing	Standard*	Proposed
Typical Section			
- **Number of Lanes**	**4**	**N/A**	**4**
- **Lane Width(s)**	**12 ft**	**10-12 ft**	**11 ft inside lanes, 12 ft outside lanes**
- **Median Width & Type**	**N/A**	**N/A**	**N/A**
- **Outside Shoulder Width & Type**	**Urban shoulder**	**Urban Shoulder, 10 – 16 ft**	**Urban Shoulder 15 ft**
- **Outside Shoulder Slope**	**2%**	**2% (max)**	**2% (max)**
- **Inside Shoulder Width & Type**	**N/A**	**N/A**	**N/A**
- **Sidewalks**	**5 ft**	**5 ft**	**9 ft Multi-use Path** **(5 ft Sidewalk, 4' Bike Lane)**
- **Auxiliary Lanes**	**N/A**	**N/A**	**N/A**
Posted Speed	**35 mph**		**35 mph**
Design Speed	**35 mph**		**35 mph**
Min Horizontal Curve Radius	**N/A**	**371 ft**	**371 ft**
Superelevation Rate	**4% max**	**4% max**	**4% max**
Grade	**7% max**	**7% max**	**7% max**
Access Control	**By permit**	**By permit**	**By permit**
Right-of-Way Width	**60' min**		**80' min**
Maximum Grade – Crossroad	**7% max**	**7% max**	**7% max**
Design Vehicle		**WB-65**	**WB-65**

Major Structures:

Structure	Existing	Proposed
390 ft. east of West Lake Avenue	8 ft x 9 ft Arched Culvert	Existing 8 ft x 9 ft Arched Culvert will remain in place
Retaining walls	790 ft Rubble Masonry	790 ft Rubble Masonry

Major Interchanges/Intersections:
SR 8/DL Hollowell & West Lake Ave./Florence Place
SR 8/DL Hollowell & Chappell Road
SR 8/DL Hollowell & Elbridge Drive

Utility Involvements:

City of Atlanta	Water & Sewer
Georgia Power	Power
AT&T	Telephone
Atlanta Gas & Light	Gas

Public Interest Determination Policy and Procedure recommended (Utilities)? ☐ YES ☒ NO

SUE Required: ☐ Yes ☒ No

Railroad Involvement: None

Complete Streets - Bicycle, Pedestrian, and/or Transit Warrants:

Warrants met: ☐ None ☒ Bicycle ☒ Pedestrian ☒ Transit

The Donald Lee Hollowell Parkway Corridor Improvement project is a result of the "2006 Bankhead MARTA Station Transit Area LCI Study" sponsored by the City of Atlanta. This study summarizes proposed recommendations that are included in this project and meets warrants for Complete Streets – some of which are listed below:

- Urbanized area with pedestrian travel generators located along project
- Need identified in City of Atlanta adopted planning study (2006 Bankhead MARTA Station Transit Area LCI Study)
- Provides connectivity to proposed bicycle path (Connect Atlanta Plan)
- MARTA bus route is located within project limits

Right-of-Way:
Required Right-of-Way anticipated: ☒ YES ☐ NO ☐ Undetermined
Easements anticipated: ☐ Temporary ☒ Permanent ☐ Utility ☐ Other

Anticipated number of impacted parcels:	78
Anticipated number of displacements (Total):	0
Businesses:	0

Residences: 0
Other: 0

Location and Design approval: ☐ Not Required ☒ Required

Off-site Detours Anticipated: ☒ No ☐ Yes ☐ Undetermined

Transportation Management Plan [TMP] Required: ☐ No ☒ Yes

If Yes: Project classified as: ☒ Non-Significant ☐ Significant

TMP Components Anticipated: ☒ TTC ☐ TO ☐ PI

Design Exceptions to FHWA/AASHTO controlling criteria anticipated:

FHWA/AASHTO Controlling Criteria	YES	Appvl Date (if applicable)	NO	Undetermined
1. Design Speed	☐		☒	☐
2. Lane Width	☐		☒	☐
3. Shoulder Width	☐		☒	☐
4. Bridge Width	☐		☒	☐
5. Horizontal Alignment	☐		☒	☐
6. Superelevation	☐		☒	☐
7. Vertical Alignment	☐		☒	☐
8. Grade	☐		☒	☐
9. Stopping Sight Distance	☐		☒	☐
10. Cross Slope	☐		☒	☐
11. Vertical Clearance	☐		☒	☐
12. Lateral Offset to Obstruction	☐		☒	☐

Design Variances to GDOT standard criteria anticipated:

GDOT Standard Criteria	Reviewing Office	YES	Appvl Date (if applicable)	NO	Undetermined
1. Access Control - Median Opening Spacing	DP&S	☐		☒	☐
2. Median Usage & Width	DP&S	☐		☒	☐
3. Intersection Skew Angle	DP&S	☐		☒	☐
4. Lateral Offset to Obstruction	DP&S	☐		☒	☐
5. Intersection Sight Distance	DP&S	☐		☒	☐
6. Bike & Pedestrian Accommodations	DP&S	☐		☒	☐
7. GDOT Drainage Manual	DP&S	☐		☒	☐
8. Georgia Standard Drawings	DP&S	☐		☒	☐
9. GDOT Bridge & Structural Manual	Bridge Design	☐		☒	☐
10. Roundabout Illumination	DP&S	☐		☒	☐
11. Rumble Strips	DP&S	☐		☒	☐
12. Safety Edge	DP&S	☐		☒	☐

VE Study anticipated: ☒ No ☐ Yes ☐ Completed – Date:

ENVIRONMENTAL DATA

Anticipated Environmental Document:
GEPA: ☐ **NEPA:** ☒ Categorical Exclusion ☐ EA/FONSI ☐ EIS

Air Quality:
Is the project located in a PM 2.5 Non-attainment area? ☐ No ☒ Yes
Is the project located in an Ozone Non-attainment area? ☐ No ☒ Yes

This project is exempt from the conforming plan. The project's type is "Enhancement", which is exempt under "40 CFR 93.126 - Exempt projects."

This project is in the The FY 2012-2017 Transportation Improvement Program. The FY 2012-2017 TIP is the $7.6 billion TIP for the Atlanta region under the PLAN 2040 Regional Transportation Plan. Adoption by the ARC Board of the FY 2012-2017 TIP occurred on July 27, 2011 with GRTA Board approval on August 18th, 2011. ARC received a conformity determination from the US DOT on September 6th, 2011.

MS4 Compliance – Is the project located in an MS4 area? ☐ No ☒ Yes

Environmental Permits/Variances/Commitments/Coordination anticipated:

Permit/ Variance/ Commitment/ Coordination Anticipated	YES	NO	Remarks
1. U.S. Coast Guard Permit	☐	☒	
2. Forest Service/Corps Land	☐	☒	
3. CWA Section 404 Permit	☐	☒	
4. Tennessee Valley Authority Permit	☐	☒	
5. Buffer Variance	☐	☒	
6. Coastal Zone Management Coordination	☐	☒	
7. NPDES	☒	☐	
8. FEMA	☐	☒	
9. Cemetery Permit	☐	☒	
10. Other Permits	☐	☒	
11. Other Commitments	☐	☒	
12. Other Coordination	☐	☒	

Is a PAR required? ☒ No ☐ Yes ☐ Completed – Date:

NEPA/GEPA:
Early Coordination letters were mailed on April 23, 2012. There are no known NEPA/GEPA issues present on this project.

Ecology:
An environmental survey of this project has been performed:

Water Quality

The project is located in the Middle Chattahoochee River – Lake Harding basin (Hydrologic Unit Code 03130002). The Middle Chattahoochee River – Lake Harding basin has been designated as a priority watershed by the United States Environmental Protection Agency (USEPA). This project occurs in an urban area of the Piedmont Physiographic Region of Georgia.

Threatened and Endangered Species

No threatened or endangered species listed by the USFWS website or the DNR website as potentially occurring within Fulton County were observed during the initial field survey. No potential habitat for the Georgia aster (Symphyotrichum georgianum) was identified. Full field surveys would be required to determine if habitat for the Gulf moccasinshell (Medionidus penicillatus), the shiney-rayed pocketbook (Lampsilis subangulata), or the Cherokee darter (Etheostoma scotti) is present. Critical habitat is not listed for any species in Fulton County. Section 7 coordination may be required if appropriate habitat for these listed species is identified during full field surveys.

Waters of the US

Three jurisdictional streams were identified during the field survey. One stream flows under West Lake Avenue, north of Thoms Drive. Two streams flow under Hollowell Parkway. The first stream flows through Grove Park, and the second stream flows west of the MARTA Station.

History:
(See Attachment 5)

Archaeology:
(See Attachment 5)

Air & Noise:
An Air & Noise Assessment will be completed as part of the special studies for this project.

Public Involvement:
City of Atlanta, Council District 3 – Two Public Open Houses were held for this project:

- City of Atlanta PIOH 1 (Held October 26, 2009)
- City of Atlanta PIOH 2 (Held November 18, 2009)

There were no comments received during the Open Houses.

Major stakeholders:

1. Traveling public
2. Georgia Department of Transportation
3. City of Atlanta (Council District 3)
4. Fulton County

CONSTRUCTION

Issues potentially affecting constructability/construction schedule: none

Early Completion Incentives recommended for consideration: ☒ No ☐ Yes

PROJECT RESPONSIBILITIES

Project Activities:

Project Activity	Party Responsible for Performing Tasks
Concept Development	City of Atlanta Department of Public Works
Design	City of Atlanta Department of Public Works
Right-of-Way Acquisition	City of Atlanta Department of Public Works
Utility Relocation	City of Atlanta Department Water & Sewer Georgia Power AT&T Atlanta Gas Light
Letting to Contract	City of Atlanta Department of Public Works
Construction Supervision	City of Atlanta Department of Public Works
Providing Material Pits	N/A
Providing Detours	N/A
Environmental Studies, Documents, & Permits	City of Atlanta Department of Public Works
Environmental Mitigation	None anticipated
Construction Inspection & Materials Testing	City of Atlanta Department of Public Works

Lighting required: ☐ No ☒ Yes

A Lighting Commitment Letter (attached) was executed on June 28, 2013 between the City of Atlanta and GDOT. A Lighting Agreement between the City of Atlanta and the Georgia Department of Transportation has not been initiated as of the date of this Concept Report submittal.

Initial Concept Meeting: not held

Concept Meeting: meeting held November 27, 2012 (minutes attached)

Other projects in the area:

- DL Hollowell Parkway, STPNH-0003-01(033), GDOT P.I. No. 720570 (under construction)

Other coordination to date:

- none

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Utility	CST*	Environmental Mitigation	Total Cost
By Whom	Local/Federal	Local	Local	Local/Federal	TBD	
$ Amount	$139,482/ $557,930	$1,183,900	$799,000	$590,031/ $2,360,124	not anticipated	$5,630,467
Date of Estimate	3/31/2011	9/12/2012	6/29/2012	8/22/2013		

*CST Cost includes: Construction, Engineering and Inspection, and Liquid AC Cost Adjustment.

ALTERNATIVES DISCUSSION

Alternative selection:

Three constructible alternates were considered for the corridor.

1. 9’ Multi-use Path (includes 5 ft. sidewalk and 4 ft. one way bike pair) with 6’ Tree Planting Zone
2. 9’ Multi-use Path (includes 5 ft. sidewalk and 4 ft. one way bike pair) with 6’ Tree Planting Zone; also includes two 10 foot pedestrian bridges over Proctor Creek
3. 4 ft. Bike Lanes (adjacent to the travel lanes), 10’ Sidewalks, 5 ft. Tree Planting Zone

Preferred Alternative (Alternative 1): SR 8/D. L. Hollowell Pkwy. proposed improvements will construct 9’ mutli-use paths (includes 5 ft. sidewalk and 4 ft. one way bike pair) along Donald Lee Hollowell and add pedestrian/street lighting and trees along Donald Lee Hollowell from West Lake Ave./Florence Place to Proctor Creek (west of Gary Avenue).

Estimated Property Impacts:	**0 displacements**	**Estimated Total Cost:**	**$5,630,467**
Estimated ROW Cost:	**$1,183,900.00**	**Estimated CST Time:**	**24 months**

Rationale: Alternative 1 was chosen because it met the overall performance goals of the project with fewer impacts. The overall performance goals of the Donald Lee Hollowell Parkway Corridor project are to improve pedestrian connectivity and reduce crash frequency and severity.

No-Build Alternative: This alternative would maintain the current conditions of the corridor. There is currently limited pedestrian connectivity between residential communities and local businesses and the Bankhead MARTA Station due to disconnected sidewalks.

Estimated Property Impacts:	**none**	**Estimated Total Cost:**	**$0.00**
Estimated ROW Cost:	**$0.00**	**Estimated CST Time:**	**0 days**

Rationale: This alternate was not chosen because of existing safety concerns and limited connectivity. Not constructing this project would also slow the progress of the Bankhead LCI Study improvement recommendations.

Alternative 2: SR 8/D. L. Hollowell Pkwy. proposed improvements will construct 9’ mutli-use paths (includes 5 ft. sidewalk and 4 ft. one way bike pair) along Donald Lee Hollowell and add pedestrian/street lighting and trees along Donald Lee Hollowell from West Lake Ave./Florence Place to Proctor Creek (west of Gary Avenue) along with two 10 foot pedestrian bridges over Proctor Creek.

Estimated Property Impacts:	**0 displacements**	**Estimated Total Cost:**	**$6,076,393**
Estimated ROW Cost:	**$1,183,900.00**	**Estimated CST Time:**	**24 months**

Rationale: Alternative 2 was not chosen because, although it met the overall performance goals of the project, the overall project costs are greater than the preferred alternative.

Alternative 3: Adding 4 foot on street bike lanes to each side of SR 8/DL Hollowell Pkwy along with

10 ft. Sidewalks and 5 ft. Tree Planting Zone			
Estimated Property Impacts:	**2 displacements**	**Estimated Total Cost:**	**$7,300,000.00**
Estimated ROW Cost:	**2,300,000.00**	**Estimated CST Time:**	**24 months**
Rationale: Alternative 3 was not chosen because it produced more property impacts and the right of way cost and construction cost were greater. There is also a heavy truck percentage along this corridor which caused a safety concern.			

Attachments:

1. Concept Layout
2. Typical section
3. Detailed Cost Estimates:
    a. Construction including Engineering and Inspection
    b. Completed Fuel & Asphalt Price Adjustment form
    c. Right-of-Way
    d. Utilities
4. Traffic:
    a. Updated Design Traffic/Approval Memo
    b. Traffic & Safety Study
    c. Accident Data
5. Initial Environmental Screenings
6. Minutes of Concept Meeting
7. PFA
8. Lighting Commitment Letter

APPROVALS

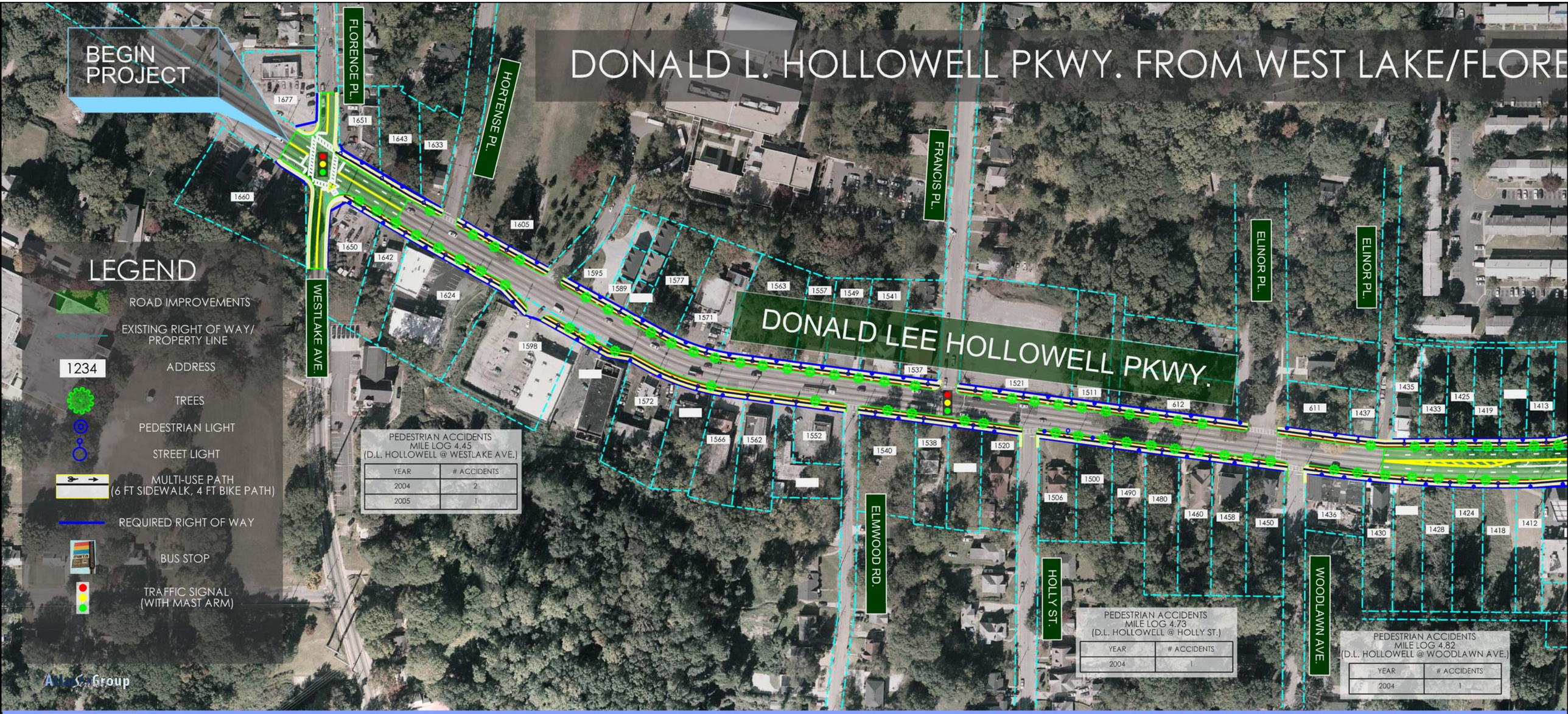
Concur: _____ 9/11/2013
Director of Engineering

Approve: _____ 10/28/13
Chief Engineer — Date

Approve: _____ 10/21/13
Federal Highway Administration — Date

Attachments

1. Concept Layout



DONALD L. HOLLOWELL PKWY. FROM WEST LAKE/FLORE

COUNCIL DISTRICT 3
IVORY LEE YOUNG, JR.

DONALD LEE HOLLOWELL CORRIDOR IMPROVEMENTS

FROM WEST LAKE/FLORENCE PLACE TO PROCTOR CREEK
CITY OF ATLANTA
GDOT P.I. #0010322

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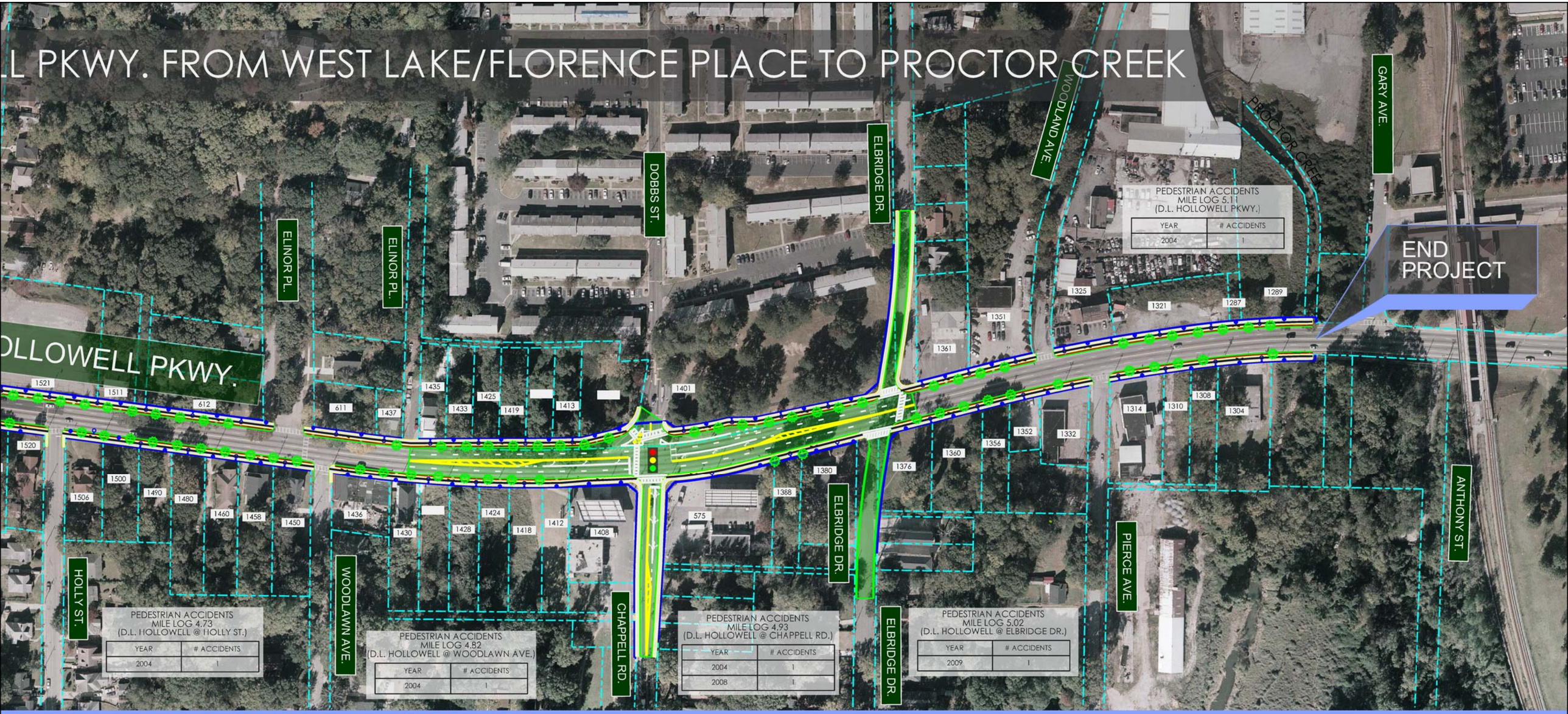

LEE HOLLOWELL CORRIDOR IMPROVEMENTS
OM WEST LAKE/FLORENCE PLACE TO PROCTOR CREEK
CITY OF ATLANTA
GDOT P.I. #0010322

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2. Typical Section

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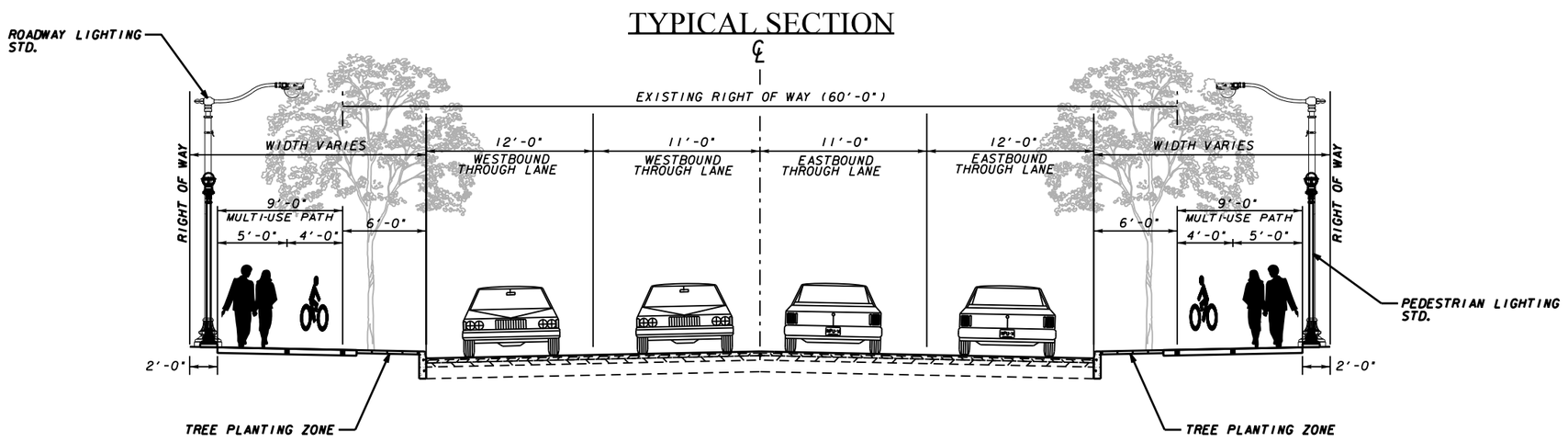
			GA	0010322	1	1

TYPICAL SECTION



DONALD LEE HOLLOWELL PKWY. (TYP.)

NOT TO SCALE

CITY OF ATLANTA
COUNCIL DISTRICT 3
IVORY LEE YOUNG, JR.

DATE	REVISIONS	DATE	REVISIONS

CITY OF ATLANTA
DEPARTMENT OF PUBLIC WORKS

TYPICAL SECTIONS

GDOT PI NO: 0010322
COUNTY:FULTON
ZONING: NC2, R4
COUNCIL DISTRICT: 3
COUNCIL MEMBER: YOUNG
DATE SH 1 OF 1

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3. Detailed Cost Estimates:

a. Construction

including Engineering

and Inspection

b. Completed Fuel &

Asphalt Price

Adjustment form

c. Right-of-Way

d. Utilities

JOB ESTIMATE REPORT

JOB NUMBER : 0010322-Concept SPEC YEAR: 01
DESCRIPTION: D.L. HOLLOWELL PEDESTRIAN IMPROVEMENTS FROM WEST LAKE TO PRO

ITEMS FOR JOB 0010322-2013AUG

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - 0010322	1.000	90000.00	90000.00
0010	207-0203		CY	FOUND BKFILL MATL, TP II	200.000	40.90	8180.90
0015	210-0100		LS	GRADING COMPLETE - 0010322	1.000	475000.00	475000.00
0020	310-5080		SY	GR AGGR BS CRS 8IN INCL MATL	4250.000	13.91	59117.67
0025	400-3130		TN	ASPH CONC 12.5 MM SP,GP1OR2,INCL PMBM&HL	1231.000	66.75	82169.25
0030	402-1811		TN	RECYL AC LEVELING, INCL BM	450.000	67.85	30534.77
0035	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	844.000	70.24	59282.79
0040	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	566.000	70.19	39731.12
0044	413-1000		GL	BITUM TACK COAT	1250.000	2.52	3152.14
0045	441-0018		SY	DRIVEWAY CONCRETE, 8 IN TK	640.000	38.57	24687.55
0050	441-0106		SY	CONC SIDEWALK, 6 IN	7940.000	25.12	199531.01
0055	441-5002		LF	CONC HEADER CURB, 6", TP 2	10334.000	9.35	96668.16
0060	500-9999		CY	CL B CONC,BASE OR PVMT WIDEN	400.000	147.84	59137.58
0065	550-1180		LF	STM DR PIPE 18",H 1-10	2000.000	34.03	68073.12
0069	607-1000		CY	MORTAR RUBBLE MASONRY	190.000	304.67	57888.66
0070	611-8000		EA	ADJUST CATCH BASIN TO GRADE	20.000	1562.06	31241.26
0075	634-1200		EA	RIGHT OF WAY MARKERS	20.000	107.68	2153.76
0080	668-1100		EA	CATCH BASIN, GP 1	14.000	2270.08	31781.26
0085	702-0901		EA	QUERCUS RUBRA - 0010322	160.000	285.68	45710.16
0090	900-0039		SF	BRICK PAVERS	23160.000	12.04	278976.79
0095	636-1020		SF	HWY SGN,TP1MAT,REFL SH TP3	8.000	18.12	144.99
0100	636-1033		SF	HWY SIGNS, TP1MAT,REFL SH TP 9	108.000	21.25	2295.35
0105	636-2070		LF	GALV STEEL POSTS, TP 7	208.000	9.64	2007.17
0110	652-0120		EA	PAVEMENT MARKING, ARROW, TP 2	8.000	41.05	328.45
0115	652-5451		LF	SOLID TRAF STRIPE, 5 IN, WHITE	2050.000	0.16	347.25
0120	652-5452		LF	SOLID TRAF STRIPE, 5 IN, YELLO	6700.000	0.10	670.00
0125	652-5701		LF	SOLID TRAF STRIPE, 24", WHITE	194.000	2.15	418.70
0130	652-6501		GLF	SKIP TRAF STRIPE, 5 IN, WHITE	2190.000	0.11	260.59
0135	654-1001		EA	RAISED PVMT MARKERS TP 1	60.000	4.02	241.45
0140	615-1200		LF	DIRECTIONAL BORE - 0010322	600.000	12.35	7414.57
0145	639-3004		EA	STEEL STRAIN POLE, TP IV	12.000	8050.93	96611.21
0150	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 1	1.000	22000.00	22000.00
0155	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 2	1.000	22000.00	22000.00
0160	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 3	1.000	22000.00	22000.00
0165	647-2140		EA	PULL BOX, PB-4	3.000	1557.88	4673.64
0170	647-2150		EA	PULL BOX, PB-5	3.000	1292.90	3878.70
0175	682-6231		LF	CONDUIT, NONMETL, TP 3, 1 1/4 IN	300.000	2.51	754.04
0180	682-6233		LF	CONDUIT, NONMETL, TP 3, 2 IN	1500.000	4.70	7052.72
0185	935-1113		LF	OUT PLNT FBR OPT CBL,LOOSE TB,SM,24 FBR	600.000	3.22	1935.72
0190	935-1511		LF	OUT PLNT FBR OPT CBL,DROP,SM,6 FBR	300.000	1.99	598.97
0195	935-3103		EA	FIBER OPTIC CLOSURE,UNDRGRD,24 FBR	3.000	749.35	2248.07

JOB ESTIMATE REPORT

0200	935-3602	EA	FBR. OP. CLOS., FDC PRE-TERM., TYP. A, 6	3.000	651.90	1955.71
0205	935-4010	EA	FIBER OPTIC SPLICE, FUSION	6.000	90.63	543.82
0210	935-5050	EA	FIBER OPTIC PATCH CORD, SM	3.000	88.44	265.34
0215	935-6562	EA	EXT TRNSCVR,DRP&RPT,1310SM,(SIGNAL JOBS)	3.000	1919.50	5758.51
0220	937-6050	EA	INT VIDEO DET SYS ASMBLY, TP A	18.000	4500.00	81000.00
0225	937-6150	EA	PROGRAMMING MONITOR, TP A	3.000	400.00	1200.00
0230	937-8000	LS	TESTING	1.000	2000.00	2000.00
0235	615-1200	LF	DIRECTIONAL BORE - 4 IN	600.000	12.35	7414.57
0240	639-3004	EA	STEEL STRAIN POLE, TP IV	6.000	8050.93	48305.60
0245	647-1000	LS	TRAF SIGNAL INSTALLATION NO - HAWK 1	1.000	22000.00	22000.00
0250	647-1000	LS	TRAF SIGNAL INSTALLATION NO - HAWK 2	1.000	22000.00	22000.00
0255	647-1000	LS	TRAF SIGNAL INSTALLATION NO - HAWK 3	1.000	22000.00	22000.00
0260	647-2140	EA	PULL BOX, PB-4	3.000	1557.88	4673.64
0265	647-2150	EA	PULL BOX, PB-5	3.000	1292.90	3878.70
0270	682-6231	LF	CONDUIT, NONMETL, TP 3, 1 1/4 IN	300.000	2.51	754.04
0275	682-6233	LF	CONDUIT, NONMETL, TP 3, 2 IN	900.000	5.01	4512.18
0280	935-1113	LF	OUT PLNT FBR OPT CBL,LOOSE TB,SM,24 FBR	600.000	3.22	1935.72
0285	935-1511	LF	OUT PLNT FBR OPT CBL,DROP,SM,6 FBR	300.000	1.99	598.97
0290	935-3103	EA	FIBER OPTIC CLOSURE,UNDRGRD,24 FBR	3.000	749.35	2248.07
0295	935-3602	EA	FBR. OP. CLOS., FDC PRE-TERM., TYP. A, 6	3.000	651.90	1955.71
0300	935-4010	EA	FIBER OPTIC SPLICE, FUSION	6.000	90.63	543.82
0305	935-5050	EA	FIBER OPTIC PATCH CORD, SM	3.000	88.44	265.34
0310	935-6562	EA	EXT TRNSCVR,DRP&RPT,1310SM,(SIGNAL JOBS)	3.000	1919.50	5758.51
0315	937-8000	LS	TESTING	1.000	2000.00	2000.00
0320	500-3800	CY	CL A CONC, INCL REINF STEEL	150.000	626.39	93959.64
0325	615-1100	LF	DIRECTIONAL BORE PIPE - 1 IN	40.000	103.81	4152.51
0330	681-4120	EA	LT STD, 12' MH, POST TOP	40.000	2791.77	111671.06
0335	681-4277	EA	LT STD, 25' MH, 6' ARM	40.000	4863.48	194539.56
0340	681-6220	EA	LUMINAIRE,TP 2, 150W,HP SODIUM	40.000	1300.00	52000.00
0345	681-6250	EA	LUMINAIRE,TP 2, 250W,HP SODIUM, SPL DES	40.000	1450.00	58000.00
0350	682-6120	LF	CONDUIT, RIGID, 2 IN	400.000	11.64	4657.72
0355	682-6233	LF	CONDUIT, NONMETL, TP 3, 2 IN	3200.000	4.27	13679.30
0360	682-9000	LS	MAIN SVC PICK UP POINT	1.000	8000.00	8000.00
0365	163-0240	TN	MULCH	3.000	282.21	846.64
0370	163-0300	EA	CONSTRUCTION EXIT	1.000	1320.18	1320.19
0375	163-0550	EA	CONS & REM INLET SEDIMENT TRAP	34.000	127.82	4346.18
0380	165-0030	LF	MAINT OF TEMP SILT FENCE, TP C	6000.000	0.80	4851.72
0385	165-0101	EA	MAINT OF CONST EXIT	1.000	525.77	525.78
0390	171-0030	LF	TEMPORARY SILT FENCE, TYPE C	6000.000	2.86	17218.56
0395	700-6910	AC	PERMANENT GRASSING	1.000	603.96	603.97
0400	700-7000	TN	AGRICULTURAL LIME	2.000	72.80	145.61
0405	700-8000	TN	FERTILIZER MIXED GRADE	1.000	411.26	411.27
0410	700-8100	LB	FERTILIZER NITROGEN CONTENT	100.000	1.85	185.89
0415	702-7501	LF	TREE PROTECTION BARRIER,TP 1	500.000	2.22	1110.14

ITEM TOTAL	2756693.47
INFLATED ITEM TOTAL	2756693.47

JOB ESTIMATE REPORT

TOTALS FOR JOB 0010322-Concept

ESTIMATED COST:	2756693.53
CONTINGENCY PERCENT (5.0):	137834.68
ESTIMATED TOTAL:	2894528.21

PROJ. NO.		CALL NO.
P.I. NO.	0010322	
DATE	8/23/2013	

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Aug-13	$ 3.486
DIESEL		$ 3.857
LIQUID AC		$ 576.00

Link to Fuel and AC Index:
http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)]xTMTxAPL

Asphalt

Price Adjustment (PA)				**45636.48**	**$ 45,636.48**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	921.60	
Monthly Asphalt Cement Price month project let (APL)			$	576.00	
Total Monthly Tonnage of asphalt cement (TMT)				132.05	

ASPHALT	Tons	%AC	AC ton
Leveling	0	5.0%	0
12.5 OGFC	0	5.0%	0
12.5 mm SP	1231	5.0%	61.55
9.5 mm SP	0	5.0%	0
25 mm SP	844	5.0%	42.2
19 mm SP	566	5.0%	28.3
	2641		**132.05**

BITUMINOUS TACK COAT

Price Adjustment (PA)			**$**	**1,855.48**	**$ 1,855.48**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	921.60	
Monthly Asphalt Cement Price month project let (APL)			$	576.00	
Total Monthly Tonnage of asphalt cement (TMT)				5.368876152	

Bitum Tack Gals	gals/ton	tons
1250	232.8234	5.36887615

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)				**8134.440095**	**$ 8,134.44**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	921.60	
Monthly Asphalt Cement Price month project let (APL)			$	576.00	
Total Monthly Tonnage of asphalt cement (TMT)				23.53715305	

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.	23000	0.20	4600	232.8234	19.75746424
Double Surf.Trmt.	2000	0.44	880	232.8234	3.779688811
Triple Surf. Trmt		0.71	0	232.8234	0
					23.53715305

TOTAL LIQUID AC ADJUSTMENT	**$ 55,626.40**

Preliminary Right of Way Cost Estimate

Date: 9-12-2012
P.I. Number: 0010322
Existing/Required R/W: 94,310 **No. Parcels:** 78
Project Termini: West Lake/Florence Place to Proctor Creek
Project Description: Donald Lee Hollowell Parkway Corridor Improvements
Fulton County, GA

Land Breakdown:

Commercial	64,694	s.f	@ $ 6.35	/s.f. =	$ 410,806.90
Residential	29,616	s.f	@ $ 1.90	/s.f. =	$ 56,270.40
TOTAL	**94,310**	**s.f.**			**$ 467,077.30**

Improvements:

Curbing: 2,200 @ $ 13.80 linear foot	$ 30,360.00	
Landscaping: 7 front yards @ $ 1,500.00	$ 10,500.00	
Commercial signs: relocate 7 @ 6,100.00 ea.	$ 42,700.00	
TOTAL		**$ 83,560.00**

Relocation: None-0
TOTAL **$ 0**

Damages: None-0

SUB-TOTAL: **$ 550,637.30**

Net Cost		$ 550,637.30
Scheduling Contingency	55 %	$ 302,850.52
Adm/Court Cost	60 %	$ 330,382.38
TOTAL		$ 1,183,870.20

Total Cost $ 1,183,870.20

Prepared By: _____

Reviewed / Approved: _____ 3/21/13
City of Atlanta

SR 8/US 78 D. L. Hollowell Pkwy (from Westlake Ave./Florence Pl to Proctor Creek)
Utilities Cost Estimate - Concept

Information Gathered 6/29/2012

Utility Owners	Service	Contact	Phone
1. Georgia Power	Electric Transmission and Distribution	Seth Collins	404-213-1711
2. AT&T	Telephone	Arlene Jackson	404.532.7570
3. City of Atlanta Bureau of Watershed Management	Water & Sewer	Joi L. Crawley	404.546.3315
4. AGL Resources	Gas	Brian Leavell	404.584.4702

1. Georgia Power

Utility	Qty	Unit	Cost per	Total Cost
Wood Poles	40	each	$ 10,000.00	$ 400,000.00
Small Wood Poles	3	each	$ 7,500.00	$ 22,500.00
			Sub-Total:	**$ 422,500.00**

2. AT&T

Utility	Qty	Unit	Cost per	Total Cost
Conduit (170 ft)	1	lump	$ 50,000.00	$ 50,000.00
Copper (incl. Splicing)	1	lump	$ 60,000.00	$ 60,000.00
Manholes	2	each	$ 50,000.00	$ 100,000.00
			Sub-Total:	**$ 210,000.00**

3. City of Atlanta Bureau of Watershed Management

Utility	Qty	Unit	Cost per	Total Cost
6" Water	500	ft	$ 35.22	$ 17,610.00
8" Water	500	ft	$ 73.76	$ 36,880.00
12" Water	500	ft	$ 72.74	$ 36,370.00
16" Water	100	ft	$ 90.14	$ 9,014.00
Sanitary Sewer Main	100	ft	$ 90.00	$ 9,000.00
Sanitary Sewer Manhole	4	each	$ 2,933.82	$ 11,735.28
			Sub-Total:	**$ 120,609.28**

4. Atlanta Gas Light

Utility	Qty	Unit	Cost per	Total Cost
2" Gas	1000	ft	$ 30.32	$ 30,320.00
4" Gas	500	ft	$ 30.32	$ 15,160.00
			Sub-Total:	**$ 45,480.00**

Grand Total:	**$ 798,589.28**

4. Traffic:

a. Updated Design Traffic/Approval Memo

b. Traffic & Safety Study

c. Accident Data

Department of Transportation
State of Georgia

INTERDEPARTMENT CORRESPONDENCE

FILE Fulton County
P.I. # 0010322

OFFICE Planning

DATE August 16, 2013

FROM Cynthia L. VanDyke, State Transportation Planning Administrator

TO Genetha Rice-Singleton, State Program Delivery Engineer
Attention: Merishia Robinson

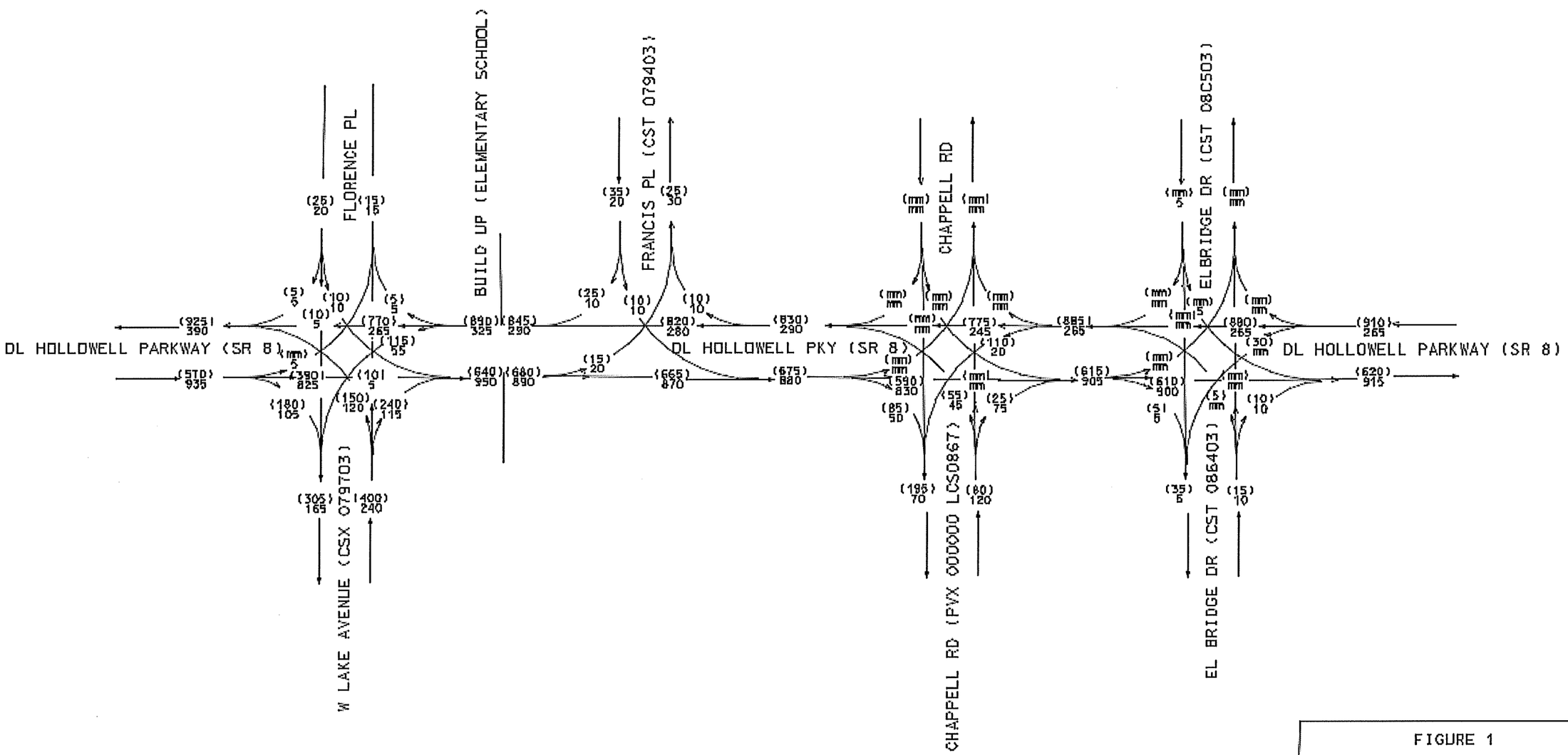
SUBJECT **Design Traffic Review** for SR 8 FROM CS 797/WEST LAKE AVE TO PROCTOR CREEK - LCI.

We have reviewed the consultant's Design Traffic data for the above project. The Design Traffic is approved.

If you have any questions concerning this information, please contact Rhonda Niles at (404) 631-1924.

CLV/RFN

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING



	T	S.U.	COMB.
PEAK HOUR	9.2%	6.0%	3.2%

FIGURE 1

STPXXXXXXX

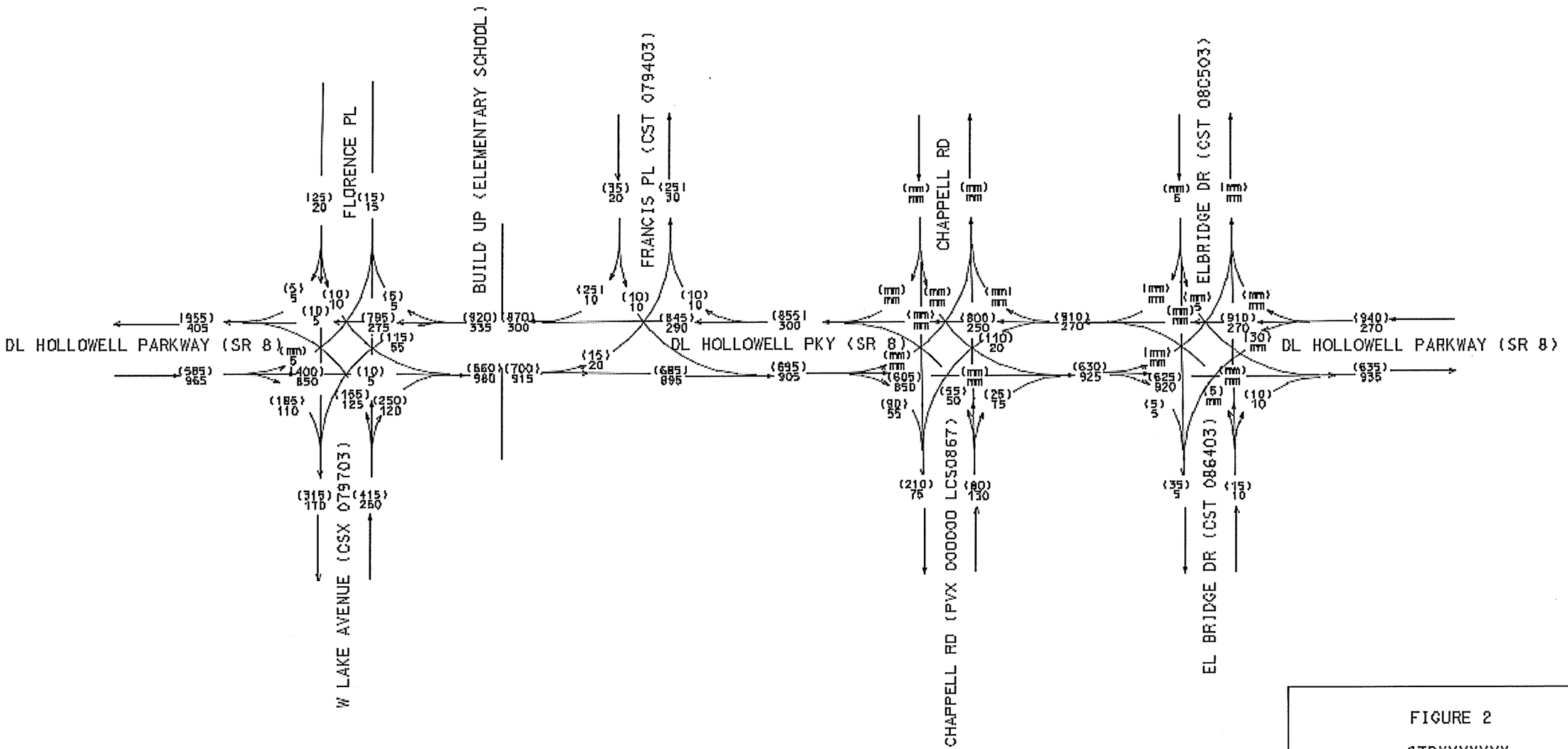
PI NO: 0010322

FULTON COUNTY

SR 8 FROM CS 797/WESTLAKE AVE TO PROCTOR CREEK PROJECT

EXISTING 2013 PM DHV = (000)
AM DHV = 000

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING



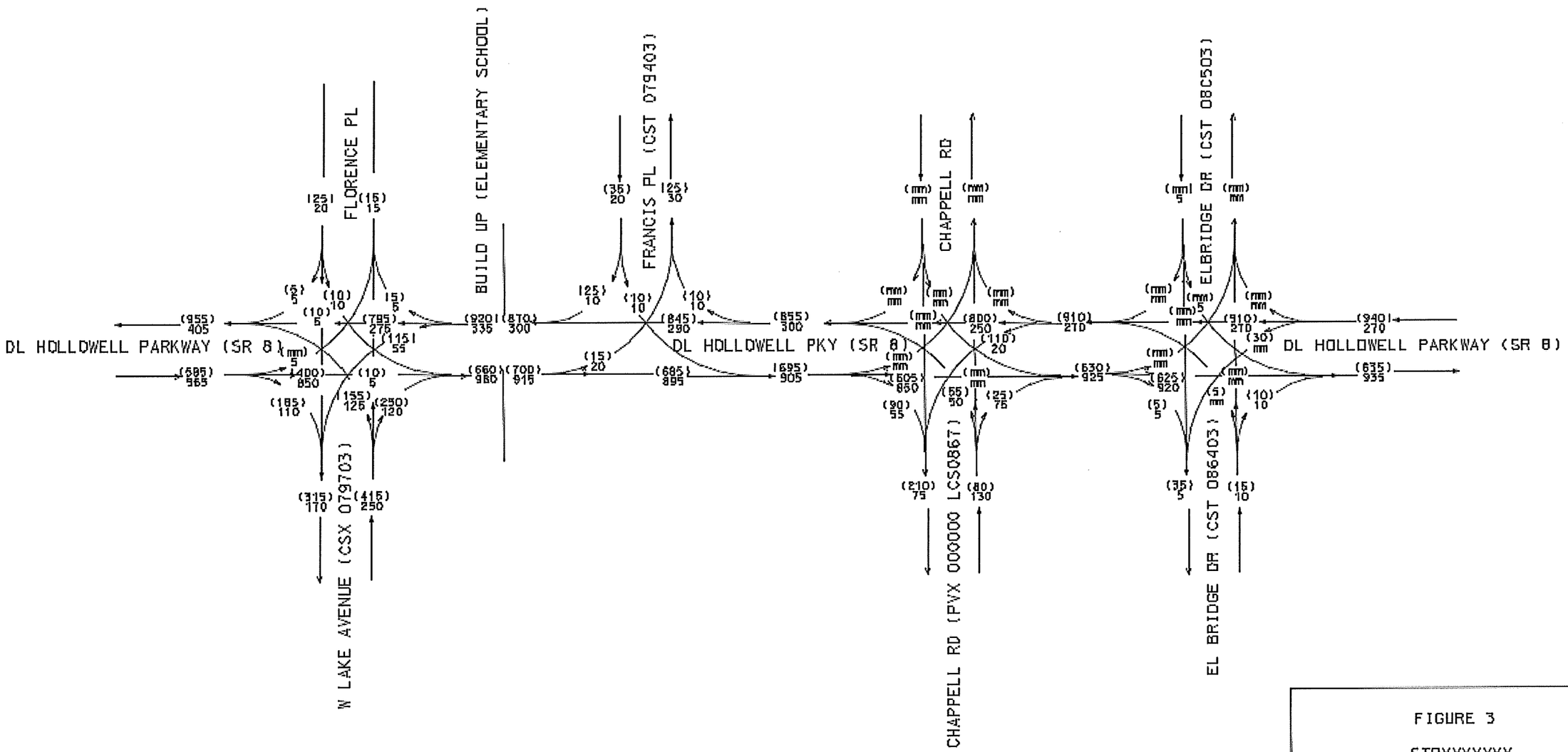
	T	S.U.	COMB.
PEAK HOUR	9.2%	6.0%	3.2%

FIGURE 2

STPXXXXXXX
PI NO: 0010322
FULTON COUNTY
SR 8 FROM CS 797/WESTLAKE AVE TO PROCTOR CREEK PROJECT

NO-BUILD 2016 PM DHV = (000)
AM DHV = 000

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING



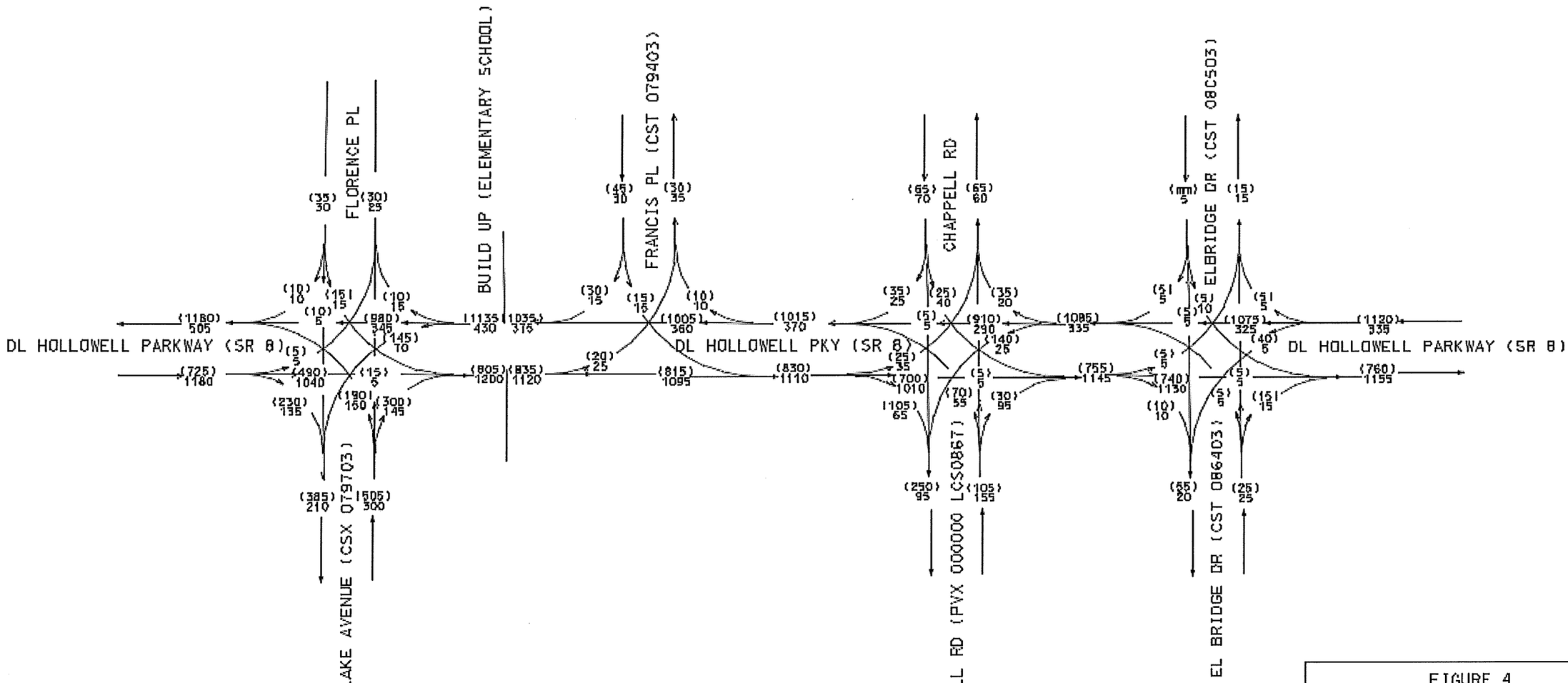
	T	S.U.	COMB.
PEAK HOUR	9.2%	6.0%	3.2%

FIGURE 3

STPXXXXXXX
PI NO: 0010322
FULTON COUNTY
SR 8 FROM CS 797/WESTLAKE AVE TO PROCTOR CREEK PROJECT

BUILD 2016 PM DHV = (000)
AM DHV = 000

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING

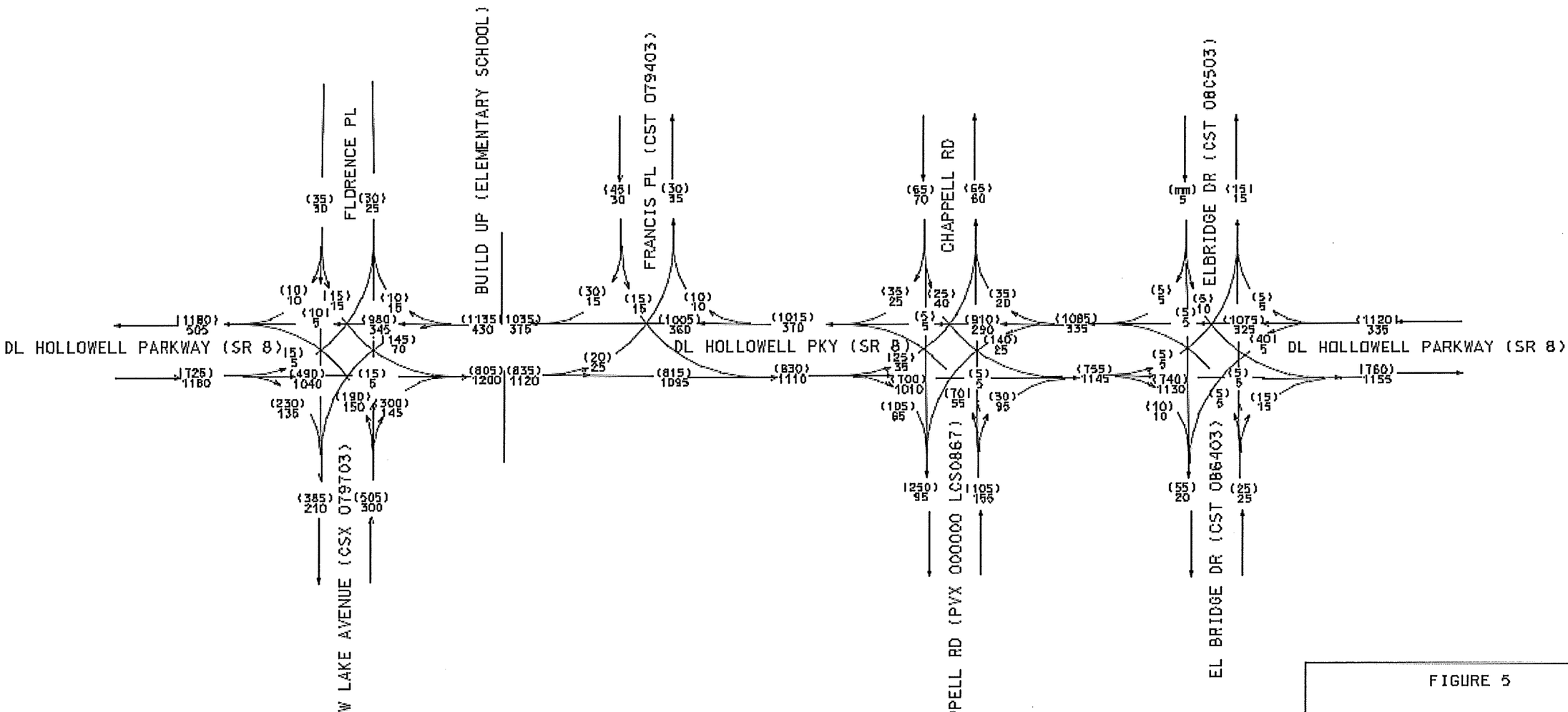


	T	S.U.	COMB.
PEAK HOUR	9.2%	6.0%	3.2%

FIGURE 4

STPXXXXXXX
PI NO: 0010322
FULTON COUNTY
SR 8 FROM CS 797/WESTLAKE AVE TO PROCTOR CREEK PROJECT
NO-BUILD 2036 PM DHV = (000)
AM DHV = 000

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING

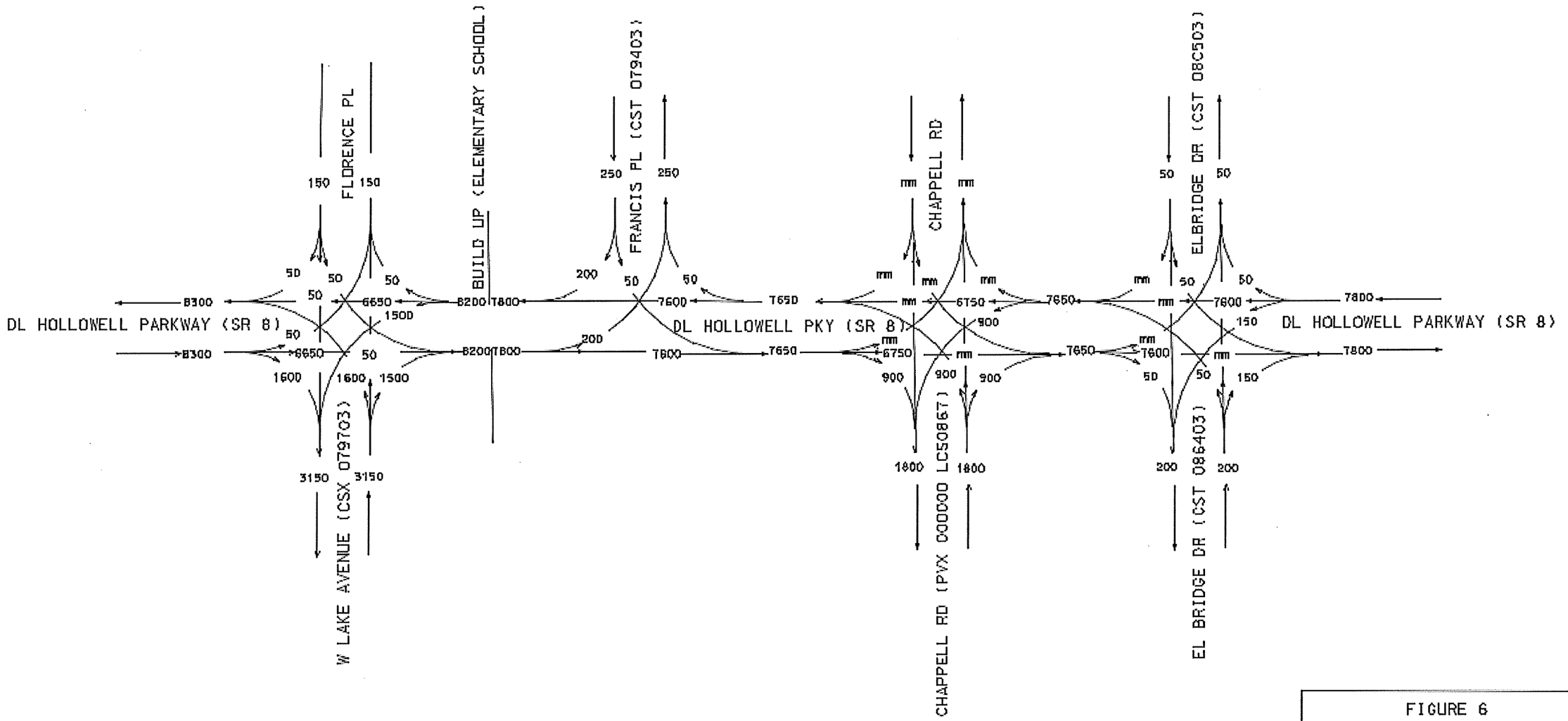


	T	S.U.	COMB.
PEAK HOUR	9.2%	6.0%	3.2%

FIGURE 5

STPXXXXXXX
PI NO: 0010322
FULTON COUNTY
SR 8 FROM CS 797/WESTLAKE AVE TO PROCTOR CREEK PROJECT
BUILD 2036 PM DHV = (000)
AM DHV = 000

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING



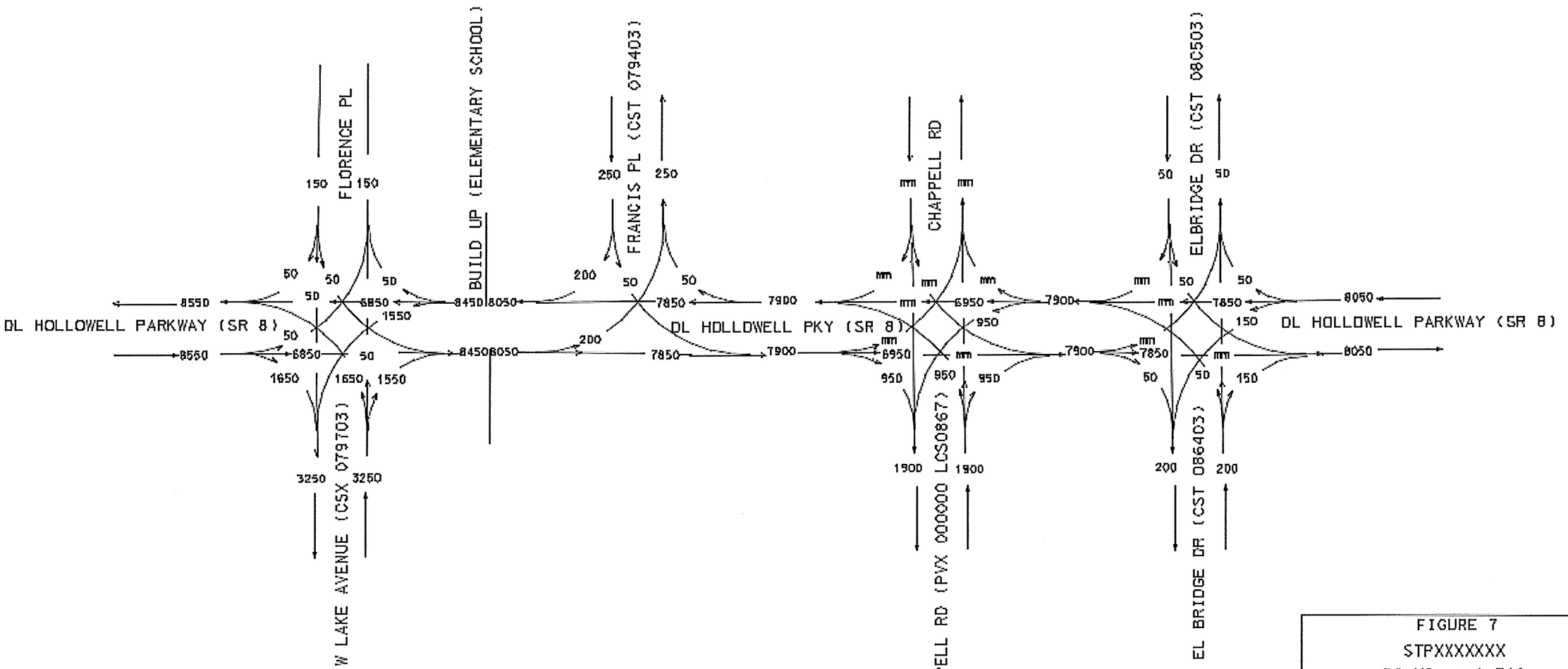
N

	T	S.U.	COMB.
24 HOUR	11.6%	8.3%	3.3%

FIGURE 6
STPXXXXXXX
PI NO: 0010322
FULTON COUNTY
SR 8 FROM CS 797/WESTLAKE AVE TO PROCTOR CREEK PROJECT

EXISTING 2013 ADT
ADT = 000

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING

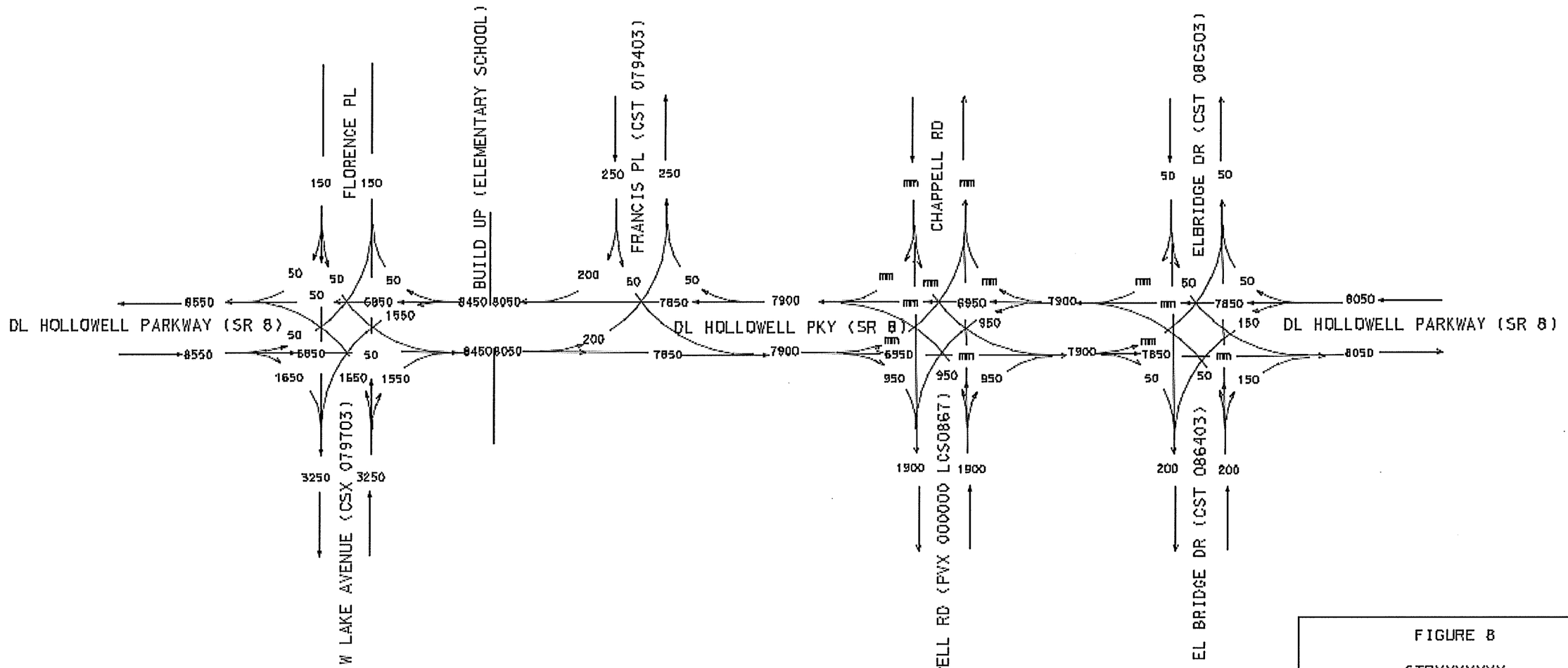


	T	S.U.	COMB.
24 HOUR	11.6%	8.3%	3.3%

FIGURE 7
STPXXXXXXX
PI NO: 0010322
FULTON COUNTY
SR 8 FROM CS 797/WESTLAKE AVE TO PROCTOR CREEK PROJECT

NO-BUILD 2016 ADT
ADT = 000

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING



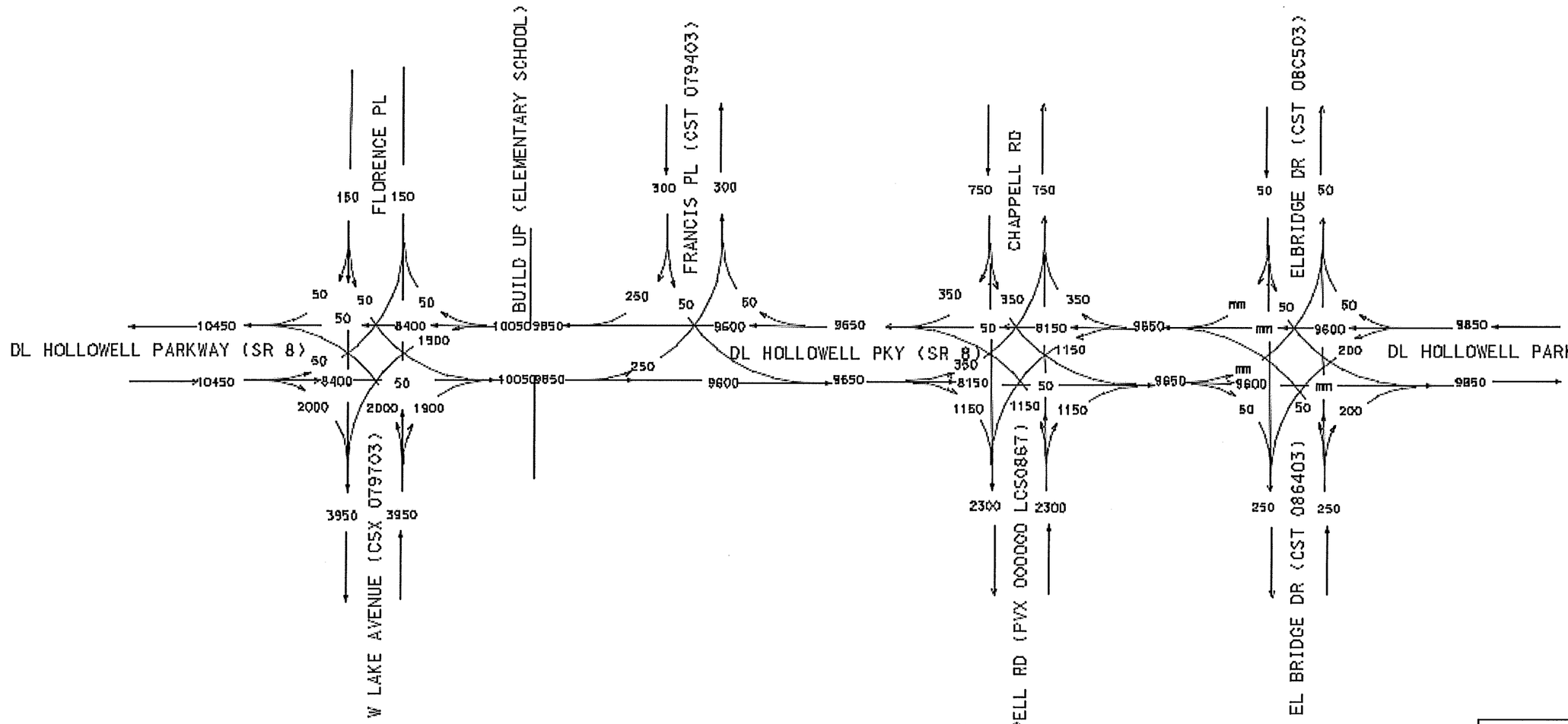
	T	S.U.	COMB.
24 HOUR	11.6%	8.3%	3.3%

FIGURE 8

STPXXXXXXX
PI NO: 0010322
FULTON COUNTY
SR 8 FROM CS 797/WESTLAKE AVE TO PROCTOR CREEK PROJECT

BUILD 2016 ADT
ADT = 000

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING

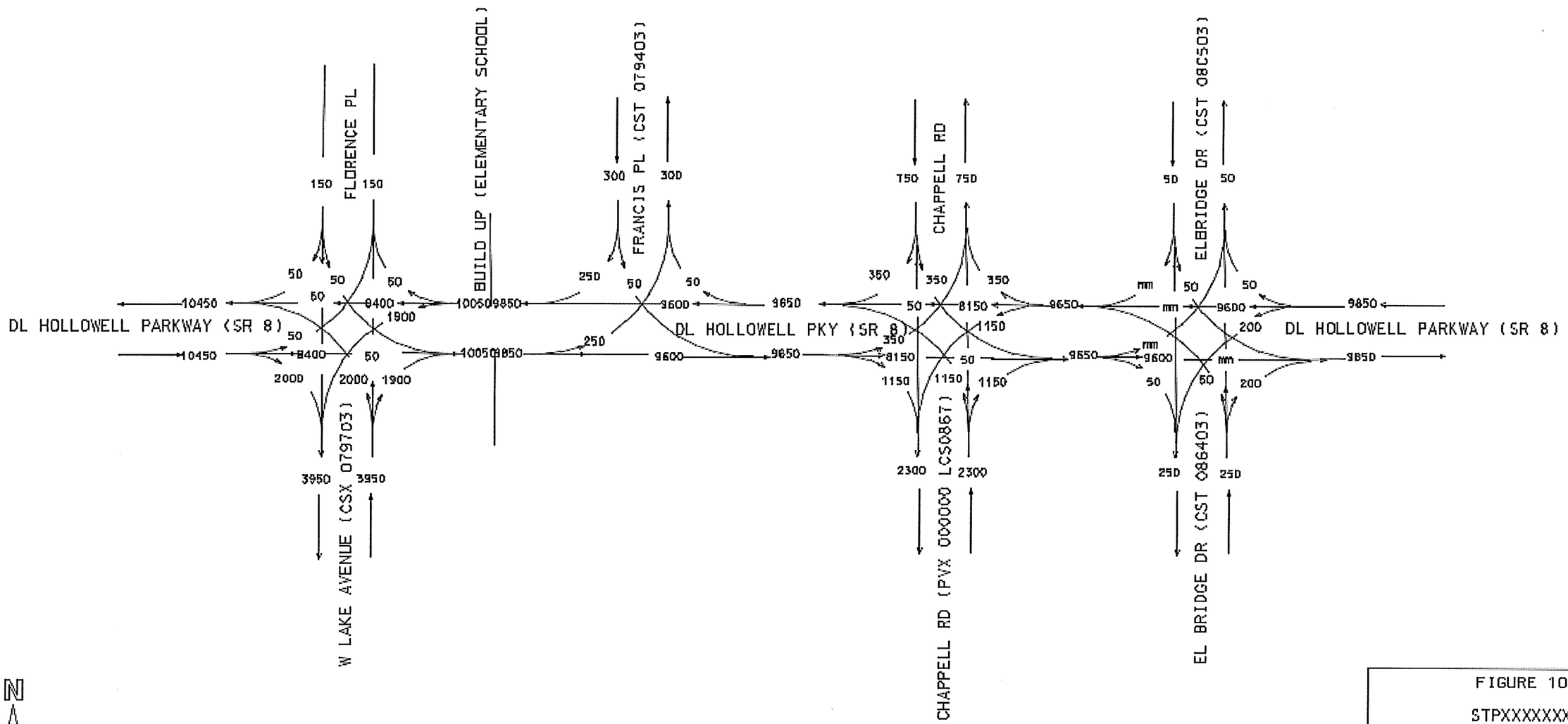


	T	S.U.	COMB.
24 HOUR	11.6%	8.3%	3.3%

FIGURE 9
STPXXXXXXX
PI NO: 0010322
FULTON COUNTY
SR 8 FROM CS 797/WESTLAKE AVE TO PROCTOR CREEK PROJECT

NO-BUILD 2036 ADT
ADT = 000

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING



	T	S.U.	COMB.
24 HOUR	11.6%	8.3%	3.3%

FIGURE 10

STPXXXXXXX

PI NO: 0010322

FULTON COUNTY

SR 8 FROM CS 797/WESTLAKE AVE TO PROCTOR CREEK PROJECT

BUILD 2036 ADT
ADT = 000

CORRIDOR STUDY

for

Donald Lee Hollowell Parkway

City of Atlanta, Georgia

Prepared for:
Atlanta Services Group

December 2008

3160 Main Street • Suite 100
Duluth, Georgia 30096
T: 770.813.0882
F: 770.813.0688
www.streetsmarts.us

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EXECUTIVE SUMMARY

PROJECT INFORMATION: Improvements are proposed for the Donald Lee Hollowell Parkway (SR 8/US 78/US 278) corridor, including the intersections of Northside Drive, Joseph E. Lowery Boulevard, Marietta Boulevard, Chappell Road/Dobbs Street, and West Lake Avenue/Florence Place, in the City of Atlanta, Georgia. Opening year of the corridor improvement is anticipated in 2012, and the design year of the project is 2032 (twenty years after opening).

The purpose of this study is to provide an analysis of the projected traffic conditions with and without construction of the proposed D.L. Hollowell Parkway corridor improvement project in the opening year 2012 and the design year 2032. Traffic volumes were developed for the opening year 2012 and the design year 2032 for a typical weekday when schools are in session. Analyses were conducted during the weekday AM and PM peak hours. Recommendations include intersection geometries and traffic controls, as well as lengths of proposed auxiliary turning lanes.

FINDINGS AND CONCLUSIONS: Based on intersection capacity analysis for the design year 2032 traffic volumes, roadway improvements and traffic controls are not required, except for the improvements proposed as part of the Georgia Department of Transportation's (GDOT) D.L. Hollowell Parkway/Bankhead Highway/SR 8/US 78/US 278 from Gary Avenue to Etheridge Street project (which is a separate project from the project included in this study).

The frequencies of crashes in the study area were 3.5 to 5 times higher than the statewide rates during 2004, 2005, and 2006. Between 2004 and 2007, for vehicles traveling on D.L. Hollowell Parkway, there were 106 sideswipe crashes, 133 rear end crashes, 6 head on crashes, and 60 crashes between autos and trucks.

Installing a raised median would be expected to provide safer operating conditions. According to GDOT's *Benefits of Installing Medians*, installation of raised medians results in up to a 55% reduction in total crashes, reduced crash severity, faster clearance of crashes, up to five times fewer pedestrian crashes, 30% decrease in delay, 30% increase in capacity, provides landscaping and aesthetic opportuties, improved community safety and pride, provides a place for directional signs, eliminates passing and accelerating to merge in TWLTL, and virtually eliminates head-on crashes from opposing vehicles. Although GDOT's *Design Policy Manual*, 21 May 2007, would require a flush median (two-way left-turn lane or TWLTL) at a minimum on D.L. Hollowell Parkway, this would not preclude the installation of a raised median.

Under GDOT's driveway spacing requirements, the number of commercial driveways on D.L. Hollowell Parkway within the study area should be reduced by as much as half as the area redevelops. Under the GDOT spacing requirement, blocks less than 300 feet in length would not be allowed to have driveways onto D.L. Hollowell Parkway, and

blocks less than 450 feet in length would be allowed only one driveway on the north and south sides of the roadway which would be required to align with one another. As the D.L. Hollowell Parkway area redevelops, it is expected that the new developments along D.L. Hollowell Parkway will be required to follow the GDOT guidelines. This means that approximately half of the blocks in the study area would not be allowed any driveways on D.L. Hollowell Parkway and would have to have access via the side streets. Less than half of the blocks would be allowed one driveway on the north and south sides of the roadway which would be required to align with one another. Only five of the blocks would be long enough to have multiple access points on the north and south sides of the roadway. Developers should be encouraged to provide interparcel access and joint use driveways between parcels.

There is an existing sidewalk on both sides of most of D.L. Hollowell Parkway from West Lake Avenue/Florence Place to Northside Drive, except between Stiff Street/Maddox Park and Marietta Boulevard. This forces pedestrians accessing the MARTA station from the east to walk in the street to pass under the rail bridge. As part of GDOT's D.L. Hollowell Parkway/Bankhead Highway/SR 8/US 78/US 278 from Gary Avenue to Etheridge Street project (which is a separate project) However, sidewalk is proposed on both sides of D.L. Hollowell Parkway. On the south side of D.L. Hollowell Parkway from West Lake Avenue/Florence Place to Elmwood Road and from Elbridge Drive to Anthony Street, and on the north side of D.L. Hollowell Parkway from Glass Street to Finley Avenue, the sidewalk is unusable because of maintenance issues or closely spaced and/or wide commercial driveways. As the area redevelops and the number of driveways on D.L. Hollowell Parkway decreases, pedestrian conditions are expected to improve, with fewer conflict points between vehicles and pedestrians and better sidewalks due to fewer, narrower curb cuts. The City of Atlanta's *Donald L. Hollowell Parkway Redevelopment Plan*, March 2004, includes the recommendation to install sidewalk on both sides of D.L. Hollowell Parkway from Commodore Drive to Marietta Boulevard.

There are no existing bicycle lanes on D.L. Hollowell Parkway from West Lake Avenue/Florence Place to Northside Drive. The City of Atlanta's *Atlanta Commuter On-Street Bike Plan*, September 1995, shows bicycle facilities on D.L. Hollowell Parkway, James P. Brawley Drive, Chappell Road, Francis Place, and North Avenue in the study area as fifteen-year projects. The City of Atlanta's draft *Connect Atlanta Plan*, July 2008, shows Joseph E. Lowery Boulevard as a core bike route, and James P. Brawley Drive and West Lake Avenue/Florence Place as secondary bike routes. Bike lanes are proposed on both sides of D.L. Hollowell Parkway as part of GDOT's D.L. Hollowell Parkway/Bankhead Highway/SR 8/US 78/US 278 from Gary Avenue to Etheridge Street project (which is a separate project from the project included in this study). The City of Atlanta's *Donald L. Hollowell Parkway Redevelopment Plan* recommends to install bicycle lanes on both sides of D.L. Hollowell Parkway from Commodore Drive to Marietta Boulevard.

MARTA's Bankhead rail station is located on the north side of D.L. Hollowell Parkway between Gary Avenue and Woods Street. Five bus routes also serve the Bankhead rail

station, and one bus route serves the study area that does not go to the Bankhead rail station. There are bus stops on both sides of most blocks along D.L. Hollowell Parkway within the study area. The City of Atlanta's *Bankhead MARTA Station Transit Area LCI Study*, 5 January 2006, cites existing bus and rail services as "strengths", but the lack of amenities at the bus stops and the frequency of stops as "weaknesses" in the study area. As part of the City of Atlanta's BeltLine project, a 22-mile long light rail corridor will ring downtown Atlanta and tie into the existing MARTA rail system. Multi-use trails will follow the same 22-mile long corridor. The BeltLine light rail system will have a stop in the vicinity of D.L. Hollowell Parkway; the exact location is not yet fixed. The City of Atlanta's draft *Connect Atlanta Plan* includes a high frequency/limited stop bus service along D.L. Hollowell Parkway from the western city limit to the Bankhead MARTA station, with continuing local service to the North Avenue MARTA station, as a high-priority project. The project includes pedestrian streetscape improvements and transit amenities.

The City of Atlanta's draft *Connect Atlanta Plan* includes the following recommended street design dimesions for commercial arterials such as D.L. Hollowell Parkway: 35 mph design speed, a maximum of two eleven-foot wide travel lanes in each direction, eleven-foot wide left turn lanes, right turn lanes for heavy turning movements or heavy truck traffic, optional median depending on left turn volume, median openings for cross streets only, maximum 500-foot block length, no mid-block curb cuts, five-foot wide bicycle lanes, seven-foot wide (maximum, including a 1.5 foot-wide gutter) on-street parking, six-inch curbs, twelve- to fifteen-foot wide sidewalks with a minimum eight-foot wide walk zone, mid-block crossings only in front of civic facilities, intersections controlled by signals or stop signs on the side streets only, pedestrian and street lighting required, and buildings preferably placed on the edge of the right-of way.

Based on the above, the following should be considered for the design of D.L. Hollowell Parkway from West Lake Avenue/Florence Place to Northside Drive:

- Install a median
- Install left turn lanes on D.L. Hollowell Parkway at median openings
- Install sidewalk on both sides of D.L. Hollowell Parkway
- Install bicycle lanes on both sides of D.L. Hollowell Parkway
- Install transit amenities
- Require commercial driveways to be spaced a minimum of 150 feet (centerline to centerline) between adjacent driveways or between a public street and a driveway
- Require two-way commercial driveways with one lane in each direction to be a minimum of 24 feet and a maximum of 40 feet wide

1. INTRODUCTION

Description of Proposed Project

Improvements are proposed for the Donald Lee Hollowell Parkway (SR 8/US 78/US 278) corridor, including the intersections of Northside Drive, Joseph E. Lowery Boulevard, Marietta Boulevard, Chappell Road/Dobbs Street, and West Lake Avenue/Florence Place, in the City of Atlanta, Georgia. Opening year of the corridor improvement is anticipated in 2012, and the design year of the project is 2032 (twenty years after opening). The project location is shown in Figure 1.

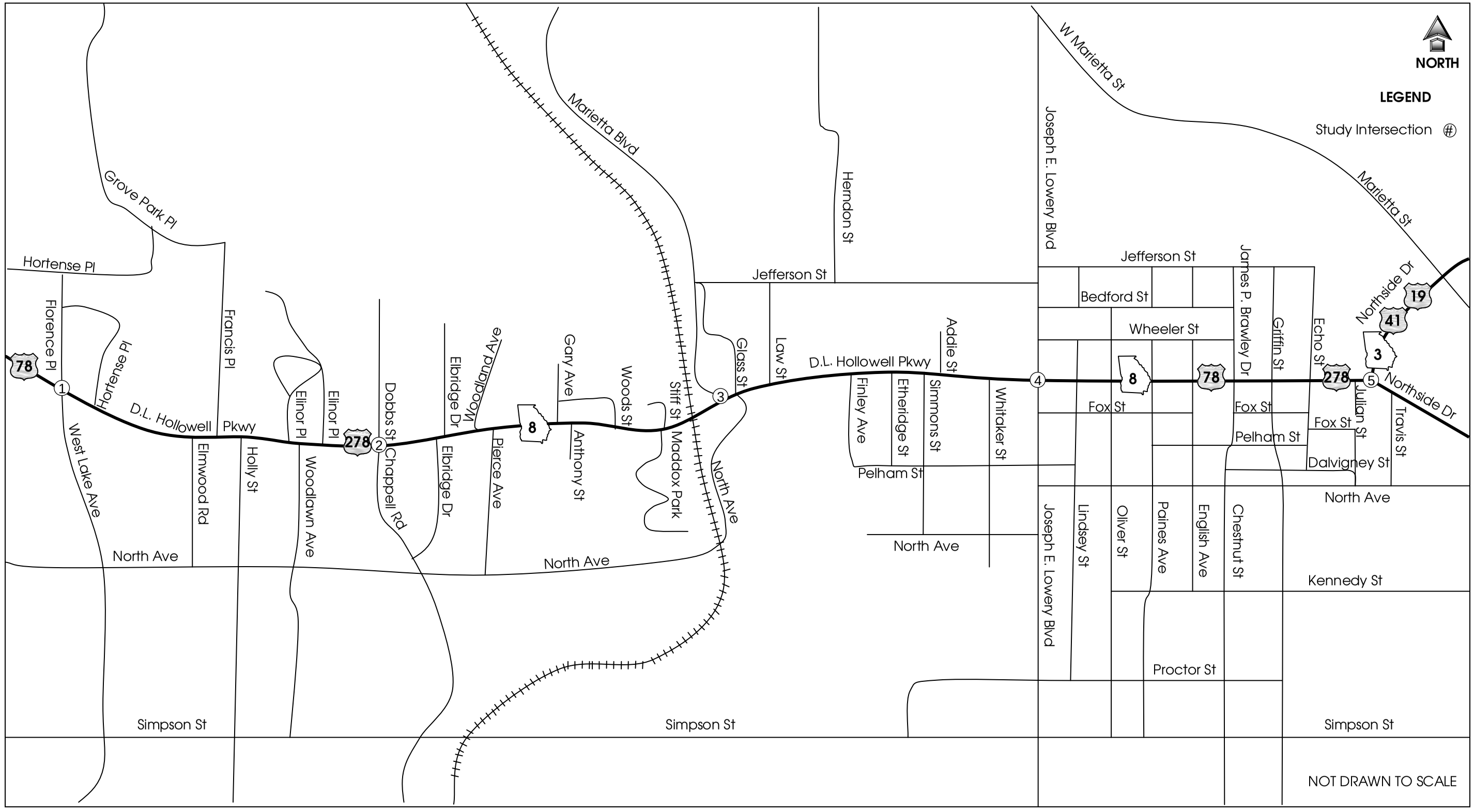
Purpose of Report

The purpose of this study is to provide an analysis of the projected traffic conditions with and without construction of the proposed D.L. Hollowell Parkway corridor improvement project in the opening year 2012 and the design year 2032. Traffic volumes were developed for the opening year 2012 and the design year 2032 for a typical weekday when schools are in session. Analyses were conducted during the weekday AM and PM peak hours. Recommendations include intersection geometries and traffic controls, as well as lengths of proposed auxiliary turning lanes.

This study included the following steps:

- Inventory of the existing roadway network;
- Collection of existing traffic data including traffic counts;
- Crash history;
- Identification of background growth which will contribute traffic to the roadway network;
- Traffic volume development for weekday daily, AM peak hour, and PM peak hour conditions for the opening year 2012 and the design year 2032;
- Operational analysis of the roadway network for the design year 2032;
- Turn lane requirements and lengths; and,
- Report of results and conclusions.

Figure 1. Corridor Location



Existing Roadways

A field review of the following roadways was conducted, and key factors that influence traffic flow and the capacity of the system were determined. The major roadways in the study area are described below:

- **Donald Lee Hollowell Parkway/Bankhead Highway (SR 8/US 78/US 278)** is a four-lane undivided Urban Principal Arterial with a 35 mph speed limit. It runs west to east from I-285, where it aligns with Veteran's Memorial Parkway, to Northside Drive. The adjacent land uses along D.L. Hollowell Parkway between West Lake Avenue/Florence Place and Northside Drive are primarily mixed retail, light industrial, and residential. Along D.L. Hollowell Parkway are MARTA bus stops. Sidewalks exist along the north and south sides for the majority of the corridor except between Stiff Street/Maddox Park and Marietta Boulevard.

- **West Lake Avenue** is a two-lane undivided Urban Minor Arterial with a 25 mph speed limit. It runs south from D.L. Hollowell Parkway, where it aligns with Florence Place, to Ralph David Abernathy Boulevard. The land uses along West Lake Avenue in the vicinity of D.L. Hollowell Parkway are mixed retail, residential, and institutional. Along West Lake Avenue are MARTA bus stops and sidewalks on both sides of the roadway. The intersection of West Lake Avenue/Florence Place at D.L. Hollowell Parkway is signalized. There are crosswalks on all legs and pedestrian signals on the east and west legs.

- **Florence Place** is a two-lane undivided Urban Local Street with a 25 mph speed limit. It runs north from D.L. Hollowell Parkway where it aligns with West Lake Avenue to Hortense Place. Along Florence Place in the vicinity of D.L. Hollowell Parkway, the land uses are retail and residential. There are speed humps on Florence Place and a curve around a power pole with a 10 mph cautionary speed limit.

- **Chappell Road** is a two-lane undivided Urban Collector Street with a 30 mph speed limit. It runs south from D.L. Hollowell Parkway, where it aligns with Dobbs Street, to Mozley Place. The land uses along Chappell Road in the vicinity of D.L. Hollowell Parkway are retail and residential. Along Chappell Road are MARTA bus stops and sidewalks on both sides of the roadway. The intersection of Chappell Road/Dobb Street at D.L. Hollowell Parkway is signalized. There are crosswalks on the north, south, and west legs.

- **Dobbs Street** is a two-lane driveway for an apartment complex aligning with Chappell Road at D.L. Hollowell Parkway. It has a 15 mph speed limit and a guarded gate at the front of the apartment complex.

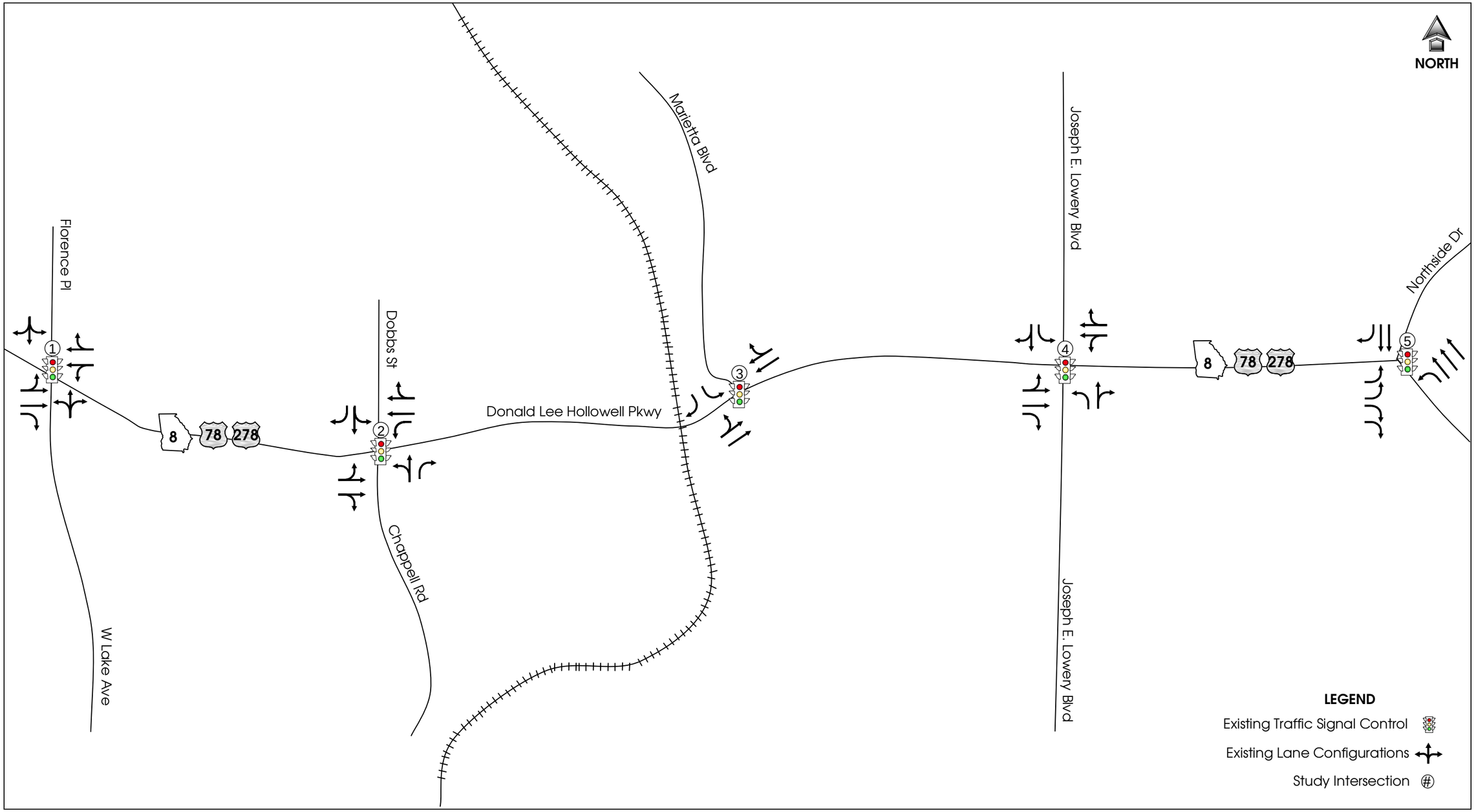
- **Marietta Boulevard** is a four-lane undivided roadway with a 35 mph speed limit. It runs north from D.L. Hollowell Parkway to Bolton Road, where it aligns with South Atlanta Street. In the vicinity of D.L. Hollowell Parkway, the land uses along Marietta Boulevard are vacant/undeveloped. Further north, Marietta Boulevard serves a large rail yard. Maddox Park is on the south side of D.L. Hollowell Parkway opposite Marietta Boulevard. Along Marietta Boulevard are MARTA bus stops. There is only a sidewalk located on the south side of D.L. Hollowell Parkway at the intersection of Marietta Boulevard and D.L. Hollowell Parkway, though a crosswalk and pedestrian signals are located on the west leg of the intersection. GDOT has a proposed project for D.L. Hollowell Parkway/Bankhead Highway/SR 8/US 78/US 278 from Gary Avenue to Etheridge Street. This is a separate project from the project included in this study. At the intersection of Marietta Boulevard and D.L. Hollowell Parkway, the proposed project will realign Arlington Circle (North Avenue) further west to align with Marietta Boulevard and form the south leg of the intersection, and add eastbound and westbound left turn lanes and a westbound right turn lane on D.L. Hollowell Parkway. A raised median will be installed on D.L. Hollowell Parkway from Woods Street to east of Law Street, with median openings at Maddox Park and Marietta Boulevard/Arlington Circle (North Avenue). There will be four-foot wide bike lanes and six-foot wide sidewalks on both sides.

- **Joseph E. Lowery Boulevard** is a two-lane undivided Urban Minor Arterial with a 35 mph speed limit. It runs north-south from West Marietta Street on the north to Ralph David Abernathy Boulevard on the south. The land uses along Joseph E. Lowery Boulevard in the vicinity of D.L. Hollowell Parkway are mixed light industrial, retail and residential. Along Joseph E. Lowery Boulevard are MARTA bus stops, sidewalks on both sides of the roadway, and no parking on both sides of the roadway. The intersection of Joseph E. Lowery Boulevard and D.L. Hollowell Parkway is signalized, and there are crosswalks and pedestrian signals on all legs.

- **Northside Drive (SR 3/US 19/US 41)** is a six-lane undivided Urban Principal Arterial with a 35 mph speed limit. At its intersection with D.L. Hollowell Parkway, there are medians on the north, south, and west legs. It runs north-south from I-285 on the north to I-20 on the south. The land uses along Northside Drive in the vicinity of D.L. Hollowell Parkway are retail and institutional. Sidewalks are located on both sides of Northside Drive. The intersection of Northside Drive and D.L. Hollowell Parkway has crosswalks and pedestrian signals on all approaches.

Figure 2 shows the existing lane configurations and traffic controls along D.L. Hollowell Parkway at the intersections of West Lake Avenue/Florence Place, Chappell Road/Dobbs Street, Marietta Boulevard, Joseph E. Lowery Boulevard, and Northside Drive.

Figure 2. Existing Traffic Control and Lane Configurations



Existing Volumes

Weekday AM and PM peak hour turning movement counts were collected on Wednesday, 1 October 2008, at the intersections of:

- West Lake Avenue/Florence Place and D.L. Hollowell Parkway;
- Chappell Road/Dobbs Street and D.L. Hollowell Parkway;
- Marietta Boulevard and D.L. Hollowell Parkway;
- Joseph E. Lowery Boulevard and D.L. Hollowell Parkway; and
- Northside Drive and D.L. Hollowell Parkway.

Weekday 24-hour directional volume counts were collected on Wednesday, 1 October 2008, on the following roadway segments:

- Florence Place north of D.L. Hollowell Parkway;
- West Lake Avenue south of D.L. Hollowell Parkway;
- Marietta Boulevard north of D.L. Hollowell Parkway;
- Joseph E. Lowery Boulevard north of D.L. Hollowell Parkway;
- Joseph E. Lowery Boulevard south of D.L. Hollowell Parkway;
- Northside Drive north of D.L. Hollowell Parkway;
- Northside Drive south of D.L. Hollowell Parkway;
- D.L. Hollowell Parkway east of West Lake Avenue; and
- D.L. Hollowell Parkway west of Northside Drive.

The traffic count printouts are provided in Appendix A.

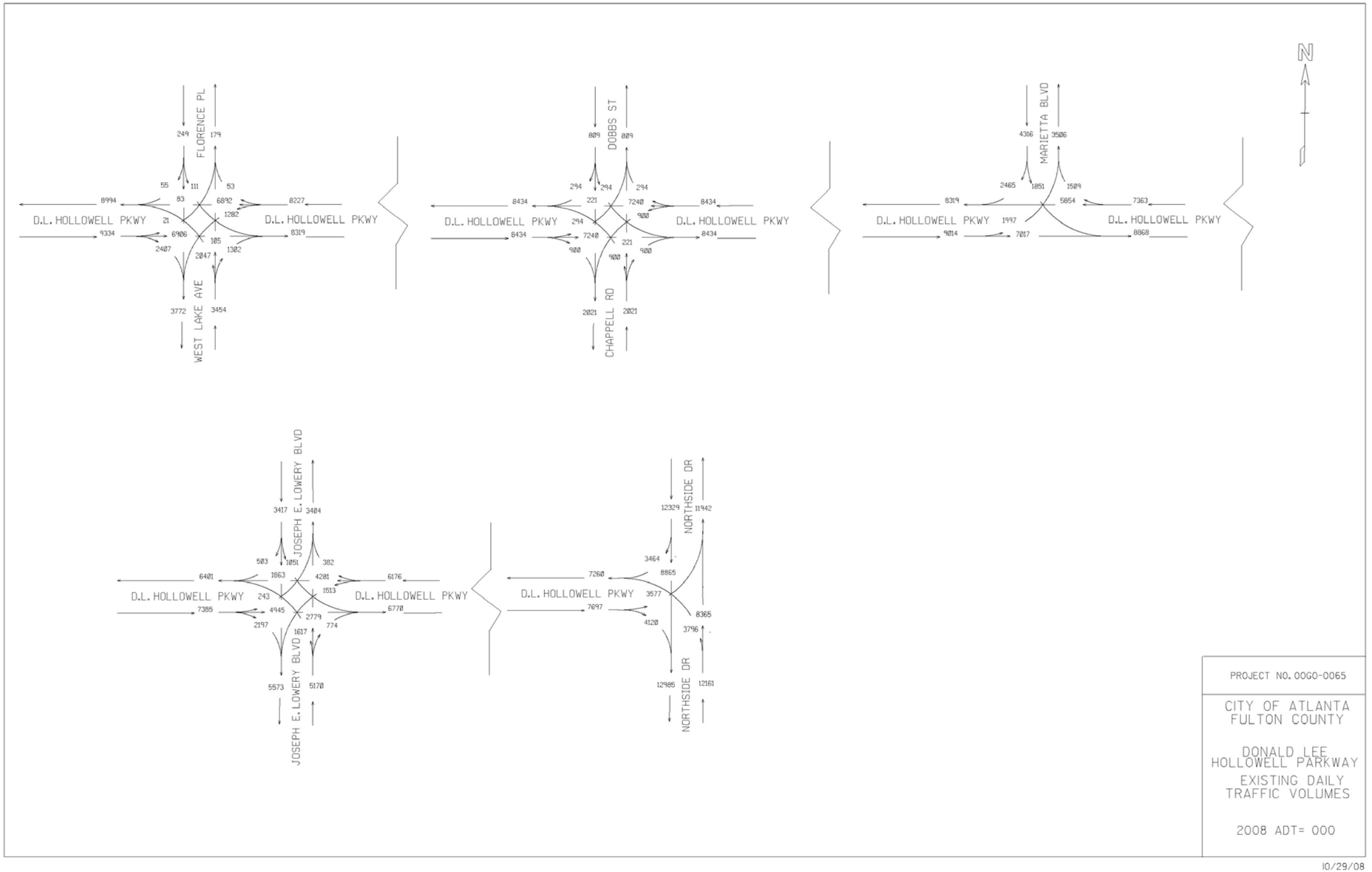
Figures 3 and 4 show the existing daily and AM and PM peak hour volumes along D.L. Hollowell Parkway at the intersections of West Lake Avenue/Florence Place, Chappell Road/Dobbs Street, Marietta Boulevard, Joseph E. Lowery Boulevard, and Northside Drive.

Crash History

The crash history for the Years 2004, 2005, 2006, and 2007 along D.L. Hollowell Parkway between West Lake Avenue/Florence Place and Northside Drive was obtained from the Georgia Department of Transportation (GDOT). The crash data are provided in Appendix B.

The overall crash rates were established per 100 million vehicle miles (MVM) using average daily traffic (ADT's) along D.L. Hollowell Parkway between West Lake Avenue/Florence Place and Northside Drive of 16,997 vehicles for 2004, 16,690 vehicles for 2005, 16,700 vehicles for 2006, and 16,700 for 2007 to be compared to similar data provided by GDOT for an Urban Principal Arterial Roadway on the National Highway System. Table 1 shows the comparison.

Figure 3. Existing Daily Traffic Volumes



PROJECT NO. 0060-0065
CITY OF ATLANTA FULTON COUNTY DONALD LEE HOLLOWELL PARKWAY EXISTING DAILY TRAFFIC VOLUMES 2008 ADT= 000

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Figure 4. Existing AM and PM Peak Hour Traffic Volumes

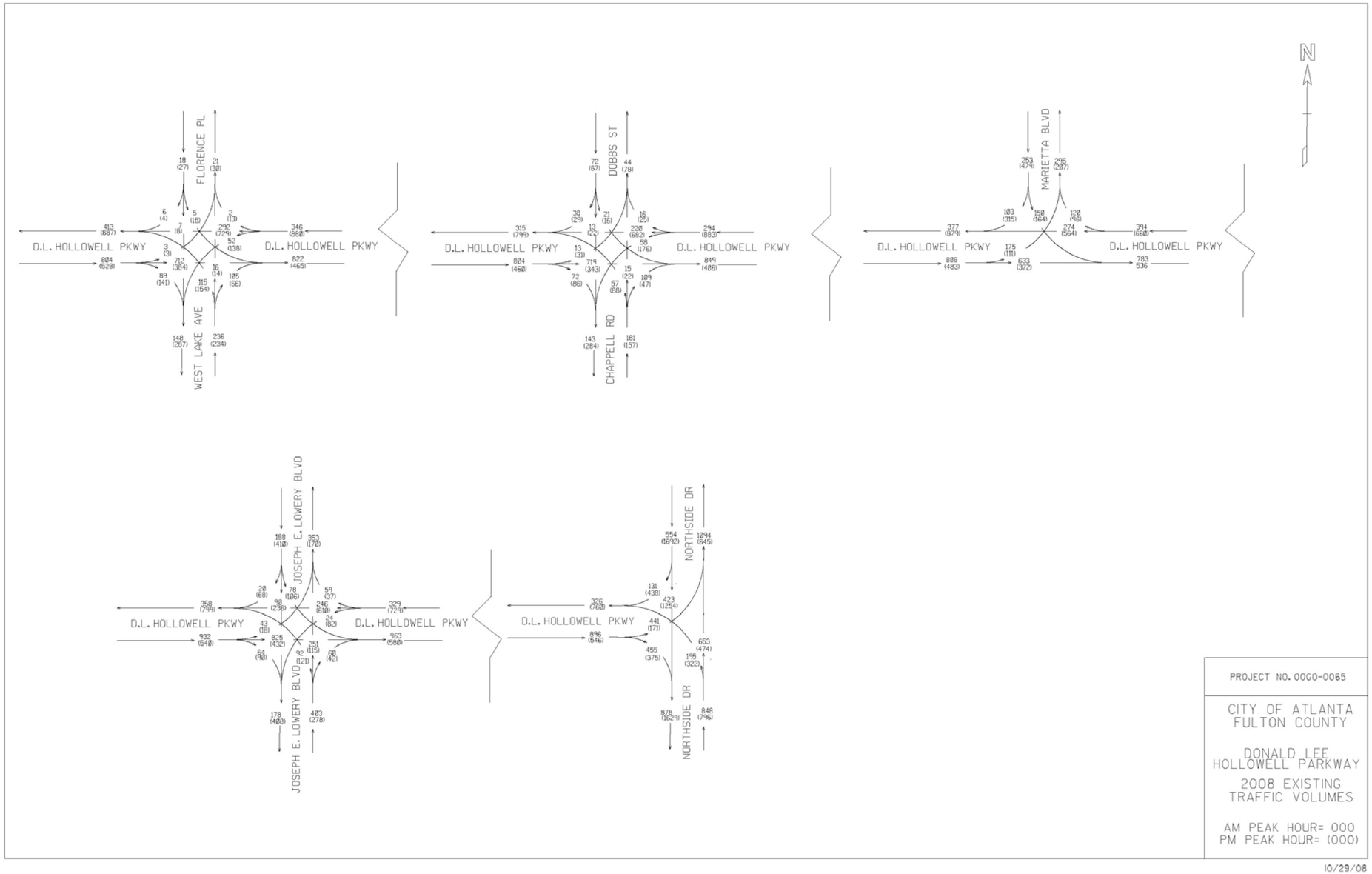


Table 1. Collision Rate Comparisons

Collisions per 100 MVM	Statewide			Study Corridor			
	2004	2005	2006	2004	2005	2006	2007*
All Collisions	342	363	298	1331	1330	1489	1397
Collisions Involving Injuries	89	95	77	421	404	437	345
Collisions Involving Fatalities	0.89	1.30	1.19	0.00	0.00	0.00	8.41

*2007 data is incomplete.

As shown in Table 1, the frequencies of the crashes in the study area were 3.5 to 5 times higher than the statewide rates during 2004, 2005, and 2006.

Between 2004 and 2007, for vehicles traveling on D.L. Hollowell Parkway, there were 106 sideswipe crashes, 133 rear end crashes, 6 head on crashes, and 60 crashes between autos and trucks.

Existing Commercial Driveways

There are 110 commercial driveways on D.L. Hollowell Parkway between West Lake Avenue/Florence Place and Northside Drive. Many businesses have multiple driveways on D.L. Hollowell Parkway. In some locations, the driveways are so closely spaced and/or wide that there is no functional sidewalk. Some of the driveways serve vacant buildings or vacant lots. Some of the driveways are fenced off, but their curb cuts still exist. Most driveways on opposite sides of D.L. Hollowell Parkway do not align with one another. A block-by-block description of the commercial driveways is below:

- D.L. Hollowell Parkway from West Lake Avenue/Florence Place and Hortense Place (3 driveways total; 250 foot block)
  - 1 driveway to a restaurant on the north side of D.L. Hollowell Parkway
  - 2 driveways on the south side of D.L. Hollowell Parkway – 1 driveway to an automotive business; and 1 driveway to a vacant building

- D.L. Hollowell Parkway at Hortense Place – 1 driveway to a vacant building on the south side of D.L. Hollowell Parkway aligns with Hortense Place

- D.L. Hollowell Parkway from Hortense Place to Elmwood Road (12 driveways total; 820 foot block)
    - 3 driveways on the north side of D.L. Hollowell Parkway – 1 driveway to Woodson Elementary School; and 2 driveways to an automotive business
    - 9 driveways on the south side of D.L. Hollowell Parkway – 1 driveway to a shopping center; 1 driveway to an automotive business; 1 driveway to a business; 1 driveway to a retail business; 1 driveway to a restaurant; 1 driveway to a vacant building; 1 driveway to a day care center; and 2 driveways to a restaurant

- D.L. Hollowell Parkway from Elmwood Road to Francis Place (no driveways in the 185 foot block)

- D.L. Hollowell Parkway from Francis Place to Holly Street (no driveways in the 160 foot block)

- D.L. Hollowell Parkway from Holly Street to Elinor Place/Woodlawn Avenue (1 driveway total; 430 foot block)
    - 1 driveway for a church parking lot on the north side of D.L. Hollowell Parkway

- D.L. Hollowell Parkway from Elinor Place/Woodlawn Avenue to Elinor Place (no driveways total in the 165 foot block)

- D.L. Hollowell Parkway from Elinor Place to Chappell Road/Dobbs Street (5 driveways total; 450 foot block)
    - 1 driveway to an automotive business on the north side of D.L. Hollowell Parkway
    - 4 driveways on the south side of D.L. Hollowell Parkway – 2 driveways to a vacant lot; and 2 driveways to a gas station

- D.L. Hollowell Parkway from Chappell Road/Dobbs Street to Elbridge Drive (3 driveways total; 410 foot block)
    - 3 driveways on the south side of D.L. Hollowell Parkway – 2 driveways to a gas station; and 1 driveway to a church

- D.L. Hollowell Parkway from Elbridge Drive to Woodland Avenue (4 driveways total; 265 foot block)
    - 3 driveways on the north side of D.L. Hollowell Parkway – 2 driveways to a dry cleaning business; and 1 driveway to an automotive business
    - 1 driveway to an automotive business on the south side of D.L. Hollowell Parkway

- D.L. Hollowell Parkway at Woodland Avenue – 1 driveway to a church on the south side of D.L. Hollowell Parkway aligns with Woodland Avenue

- D.L. Hollowell Parkway from Woodland Avenue to Pierce Avenue (1 driveway total; 105 foot block)
    - 1 driveway to an automotive business on the north side of D.L. Hollowell Parkway

- D.L. Hollowell Parkway at Pierce Avenue – 1 driveway to a barber shop on the north side of D.L. Hollowell Parkway aligns with Pierce Avenue

- D.L. Hollowell Parkway from Pierce Avenue to Gary Avenue (6 driveways total; 510 foot block)
    - 3 driveways on the north side of D.L. Hollowell Parkway – 2 driveways to a vacant lot; and 1 driveway to a vacant lot
    - 3 driveways on the south side of D.L. Hollowell Parkway – 2 driveways to a vacant building; and 1 driveway to a business

- D.L. Hollowell Parkway from Gary Avenue to Anthony Street (no driveways in the 120 foot block)

- D.L. Hollowell Parkway from Anthony Street to Woods Street (no driveways in the 325 foot block)

- D.L. Hollowell Parkway from Woods Street to Stiff Street/Maddox Park (no driveways in the 370 foot block)

- D.L. Hollowell Parkway from Stiff Street/Maddox Park to Marietta Boulevard (no driveways in the 550 foot block)

- D.L. Hollowell Parkway from Marietta Boulevard to Glass Street (no driveways in the 60 foot block)

- D.L. Hollowell Parkway from Glass Street to North Avenue (1 driveway total; 120 foot block)
    - 1 driveway on the north side of D.L. Hollowell Parkway to a vacant lot that has a total of 4 driveways on D.L. Hollowell Parkway between Glass Street and Law Street

- D.L. Hollowell Parkway at North Avenue – 1 driveway to a vacant lot on the north side of D.L. Hollowell Parkway aligns with North Avenue; the vacant lot has a total of 4 driveways on D.L. Hollowell Parkway between Glass Avenue and Law Street

- D.L. Hollowell Parkway from North Avenue to Law Street (3 driveways total; 155 foot block)
  - 2 driveways on the north side of D.L. Hollowell Parkway to a vacant lot that has a total of 4 driveways on D.L. Hollowell Parkway between Glass Street and Law Street
  - 1 driveway on the south side of D.L. Hollowell Parkway to a business that has a total of 2 driveways on D.L. Hollowell Parkway between North Avenue and Law Street

- D.L. Hollowell Parkway at Law Street – 1 driveway to a business on the south side of D.L. Hollowell Parkway aligns with Law Street; the businsess has a total of 2 driveways on D.L. Hollowell Parkway between North Avenue and Law Street

- D.L. Hollowell Parkway from Law Street to Finley Avenue (2 driveways total; 670 foot block)
  - 1 driveway to a vacant business on the north side of D.L. Hollowell Parkway
  - 1 driveway to an industrial site on the south side of D.L. Hollowell Parkway

- D.L. Hollowell Parkway at Finley Avenue – 1 driveway to an automotive business on the north side of D.L. Hollowell Parkway aligns with Finley Avenue

- D.L. Hollowell Parkway from Finley Avenue to Etheridge Street (5 driveways total; 285 foot block)
  - 2 driveways to a vacant business on the north side of D.L. Hollowell Parkway
  - 3 driveways on the south side of D.L. Hollowell Parkway – 1 driveway to a hair salon; and 2 driveways to an automotive business

- D.L. Hollowell Parkway at Etheridge Street – 1 driveway to a vacant business on the north side of D.L. Hollowell Parkway aligns with Etheridge Street

- D.L. Hollowell Parkway from Etheridge Street to Simmons Street (5 driveways total; 310 foot block)
  - 2 driveways on the north side of D.L. Hollowell Parkway – 1 driveway to a health center that is under construction; and 1 driveway to an automotive business
  - 3 driveways on the south side of D.L. Hollowell Parkway – 1 driveway to a business; and 2 fenced off driveways to a vacant lot

- D.L. Hollowell Parkway at Simmons Street – 1 driveway to a retail business on the north side of D.L. Hollowell Parkway aligns with Simmons Street; the retail business has a total of 2 driveways on D.L. Hollowell Parkway between Simmons Street and Addie Street

- D.L. Hollowell Parkway from Simmons Street to Addie Street (1 driveway total; 130 foot block)
  - 1 driveway on the north side of D.L. Hollowell Parkway to a retail business that has a total of 2 driveways on D.L. Hollowell Parkway between Simmons Street and Addie Street

- D.L. Hollowell Parkway at Addie Street – 1 driveway to an automotive business on the south side of D.L. Hollowell Parkway aligns with Addie Street

- D.L. Hollowell Parkway from Addie Street to Whitaker Street (3 driveways total; 345 foot block)
  - 2 fenced off driveways on the north side of D.L. Hollowell Parkway to an automotive business that has a total of 5 driveways on D.L. Hollowell Parkway between Addie Street and Joseph E. Lowery Boulevard
  - 1 driveway to an automotive business on the south side of D.L. Hollowell Parkway

- D.L. Hollowell Parkway at Whitaker Street – 1 driveway to an automotive business on the north side of D.L. Hollowell Parkway aligns with Whitaker Street; the automotive business has a total of 5 driveways on D.L. Hollowell Parkway between Addie Street and Joseph E. Lowery Boulevard

- D.L. Hollowell Parkway from Whitaker Street to Joseph E. Lowery Boulevard (8 driveways total; 380 foot block)
  - 4 driveways on the north side of D.L. Hollowell Parkway – 2 driveways to an automotive business that has a total of 5 driveways on D.L. Hollowell Parkway between Addie Street and Joseph E. Lowery Boulevard; and 2 driveways to a parking lot for an automotive business
  - 4 driveways on the south side of D.L. Hollowell Parkway – 1 driveway to a vacant building; 1 driveway to a retail business; and 2 driveways to a retail business

- D.L. Hollowell Parkway from Joseph E. Lowery Boulevard to Lindsey Street (4 driveways total; 280 foot block)
  - 3 driveways on the north side of D.L. Hollowell Parkway – 2 driveways to an automotive business, 1 of which was blocked by a merchandise display; and 1 driveway to a vacant building
  - 1 driveway to a gas station and shopping center on the south side of D.L. Hollowell Parkway

- D.L. Hollowell Parkway from Lindsey Street to Oliver Street (8 driveways total; 300 foot block)
  - 2 driveways to a restaurant on the north side of D.L. Hollowell Parkway
  - 6 driveways on the south side of D.L. Hollowell Parkway – 1 driveway to a vacant lot; 3 driveways to a retail business; and 2 driveways to a restaurant

- D.L. Hollowell Parkway from Oliver Street to Paines Avenue (2 driveways total; 315 foot block)
  - 2 driveways on the north side of D.L. Hollowell Parkway – 1 driveway to a hair salon; and 1 fenced off driveway to a vacant lot

- D.L. Hollowell Parkway from Paines Avenue to English Avenue (4 driveways total; 295 foot block)
  - 1 driveway to an automotive business on the north side of D.L. Hollowell Parkway
  - 3 driveways on the south side of D.L. Hollowell Parkway – 2 driveways to a vacant building; and 1 driveway to a vacant building

- D.L. Hollowell Parkway from English Avenue to James P. Brawley Drive (1 driveway total; 305 foot block)
  - 1 gated driveway to a building that appears to be under renovation on the south side of D.L. Hollowell Parkway

- D.L. Hollowell Parkway from James P. Brawley Drive to Griffin Street (5 driveways total; 300 foot block)
  - 3 driveways on the north side of D.L. Hollowell Parkway – 1 fenced off driveway to a vacant lot; 1 fenced off driveway to a vacant lot; and 1 driveway to an automotive business
  - 2 driveways to a food manufacturing business on the south side of D.L. Hollowell Parkway

- D.L. Hollowell Parkway from Griffin Street to Echo Street (6 driveways total; 270 foot block)
  - 2 driveways on the north side of D.L. Hollowell Parkway – 1 driveway to an automotive business; and 1 driveway to a hair salon
  - 4 driveways on the south side of D.L. Hollowell Parkway – 1 driveway to a vacant lot; 2 driveways to an automotive business; and 1 driveway to a vacant lot

- D.L. Hollowell Parkway from Echo Street to Northside Drive (7 driveways total; 365 foot block)
  - 3 driveways on the north side of D.L. Hollowell Parkway – 1 fenced off driveway to a vacant lot; and 2 driveways to an automotive business, 1 of which is fenced off
  - 4 driveways on the south side of D.L. Hollowell Parkway – 1 driveway to a vacant lot; and 3 driveways to a church

Sidewalks

There is sidewalk on both sides of most of D.L. Hollowell Parkway from West Lake Avenue/Florence Place to Northside Drive.

There is no sidewalk on D.L. Hollowell Parkway between Stiff Street/Maddox Park and Marietta Boulevard. This forces pedestrians accessing the MARTA station from the east to walk in the street to pass under the rail bridge. Sidewalk is proposed on both sides of D.L. Hollowell Parkway as part of GDOT's D.L. Hollowell Parkway/Bankhead Highway/SR 8/US 78/US 278 from Gary Avenue to Etheridge Street project (which is a separate project from the project included in this study).

On the south side of D.L. Hollowell Parkway from West Lake Avenue/Florence Place to Elmwood Road and from Elbridge Drive to Anthony Street, and on the north side of D.L. Hollowell Parkway from Glass Street to Finley Avenue, the sidewalk is unusable because of maintenance issues or closely spaced and/or wide commercial driveways. Other segments of sidewalk along D. L. Hollowell Parkway need simple maintenance, such as weeding and cutting back foliage along the sidewalk.

The City of Atlanta's *Donald L. Hollowell Parkway Redevelopment Plan*, March 2004, includes the recommendation to install sidewalk on both sides of D.L. Hollowell Parkway from Commodore Drive to Marietta Boulevard.

Bicycle Lanes

There are no existing bicycle lanes on D.L. Hollowell Parkway from West Lake Avenue/Florence Place to Northside Drive.

The City of Atlanta's *Atlanta Commuter On-Street Bike Plan*, September 1995, shows bicycle facilities on D.L. Hollowell Parkway, James P. Brawley Drive, Chappell Road, Francis Place, and North Avenue in the study area as fifteen-year projects. The City of Atlanta's draft *Connect Atlanta Plan*, July 2008, shows Joseph E. Lowery Boulevard as a core bike route, and James P. Brawley Drive and West Lake Avenue/Florence Place as secondary bike routes.

Bike lanes are proposed on both sides of D.L. Hollowell Parkway as part of GDOT's D.L. Hollowell Parkway/Bankhead Highway/SR 8/US 78/US 278 from Gary Avenue to Etheridge Street project (which is a separate project from the project included in this study).

The City of Atlanta's *Donald L. Hollowell Parkway Redevelopment Plan* includes the recommendation to install bicycle lanes on both sides of D.L. Hollowell Parkway from Commodore Drive to Marietta Boulevard.

Transit

MARTA's Bankhead rail station is located on the north side of D.L. Hollowell Parkway between Gary Avenue and Woods Street. Five bus routes also serve the Bankhead rail station, and one bus route serves the study area that does not go to the Bankhead rail station. There are bus stops on both sides of most blocks along D.L. Hollowell Parkway within the study area.

The City of Atlanta's *Bankhead MARTA Station Transit Area LCI Study*, 5 January 2006, cites existing bus and rail services as "strengths", but the lack of amenities at the bus stops and the frequency of stops as "weaknesses" in the study area.

As part of the City of Atlanta's BeltLine project, a 22-mile long light rail corridor will ring downtown Atlanta and tie into the existing MARTA rail system. Multi-use trails will follow the same 22-mile long corridor. The BeltLine light rail system will have a stop in the vicinity of D.L. Hollowell Parkway; the exact location is not yet fixed.

The City of Atlanta's draft *Connect Atlanta Plan*, July 2008, includes a high frequency/limited stop bus service along D.L. Hollowell Parkway from the western city limit to the Bankhead MARTA station, with continuing local service to the North Avenue MARTA station, as a high-priority project. The project includes pedestrian streetscape improvements and transit amenities.

Other Programmed Improvements

GDOT has a proposed project (GDOT P.I. No. 720570, STPNH-0003-01(033) Fulton County) for D.L. Hollowell Parkway/Bankhead Highway/SR 8/US 78/US 278 from Gary Avenue to Etheridge Street. This is a separate project from the project included in this study. At the intersection of Marietta Boulevard and D.L. Hollowell Parkway, the proposed project will realign Arlington Circle (North Avenue) further west to align with Marietta Boulevard and form the south leg of the intersection, and add eastbound and westbound left turn lanes and a westbound right turn lane on D.L. Hollowell Parkway. A new roadway will be built connecting Stiff Street to Woods Street, and Stiff Street will no longer intersect D.L. Hollowell Parkway; however, the existing south leg of the intersection of Stiff Street/Maddox Park and D.L. Hollowell Parkway will remain to serve Maddox Park. A new roadway will be built connecting Marietta Boulevard, Glass Street, and Law Street; Glass Street and Law Street will no longer intersect D.L. Hollowell Parkway. A raised median will be installed on D.L. Hollowell Parkway from Woods Street to east of Law Street, with median openings at Maddox Park and Marietta Boulevard/Arlington Circle (North Avenue). There will be four-foot wide bike lanes and six-foot wide sidewalks on both sides. The opening year for the proposed project is 2010, and the design year is 2030. For the purposes of this study, the proposed improvements were assumed to be in place.

Future Volumes

The Future traffic volumes for the opening year 2012 and the design year 2032 were developed for D.L. Hollowell Parkway between West Lake Avenue/Florence Place and Northside Drive.

Between the time this study is performed and the opening year 2012 and the design year 2032, the traffic volumes are expected to increase. This is due to development which will take place both in the study area by the opening year 2012 and the design year 2032, as well as growth outside of it. Growth of this nature can generally be determined by examining historic trends in the study area, and by applying those trends to the appropriate roadways.

Using historical Annual Average Daily Traffic (AADT) provided by GDOT at counting stations in the study area and 2015 and 2030 traffic projections from the Atlanta Regional Commission (ARC) model, a 1% per year growth rate was applied to the existing volumes for four years to develop the opening year 2012 volumes expected at the intersections of D.L. Hollowell Parkway and West Lake Avenue/Florence Place, Chappell Road/Dobbs Street, Marietta Boulevard, Joseph E. Lowery Boulevard, and Northside Drive. The 1% per year growth rate was applied to the existing turning movement volumes for 24 years to develop the design year 2032 volumes.

Figures 5, 6, and 7 illustrate the opening year 2012 and design year 2032 daily traffic volumes, the opening year 2012 AM and PM peak hour traffic volumes, and the design year 2032 AM and PM peak hour traffic volumes.

Table 2 summarizes the anticipated ADT's for D.L. Hollowell Parkway for the existing conditions and the opening year 2012 and the design year 2032 conditions.

Table 2. Traffic Volume Summary

Condition	ADT
Existing 2008	16,868
Opening Year 2012	17,554
Design Year 2032	21,418

For the design year 2032, Table 3 summarizes the percentage of the ADT occurring during the design hour (K), the directional distribution of traffic during the peak hour (D), and percentage of trucks for roadway/pavement design purposes.

Table 3. Design Year 2032 Traffic Data Summary

K	8%
D	60%
% Trucks – Design Hour	19%
% Trucks – 24 Hour	14.7% (11.4% S.U. /3.3% Comb.)

Figure 5. Opening Year 2012 and Design Year 2032 Daily Traffic Volumes

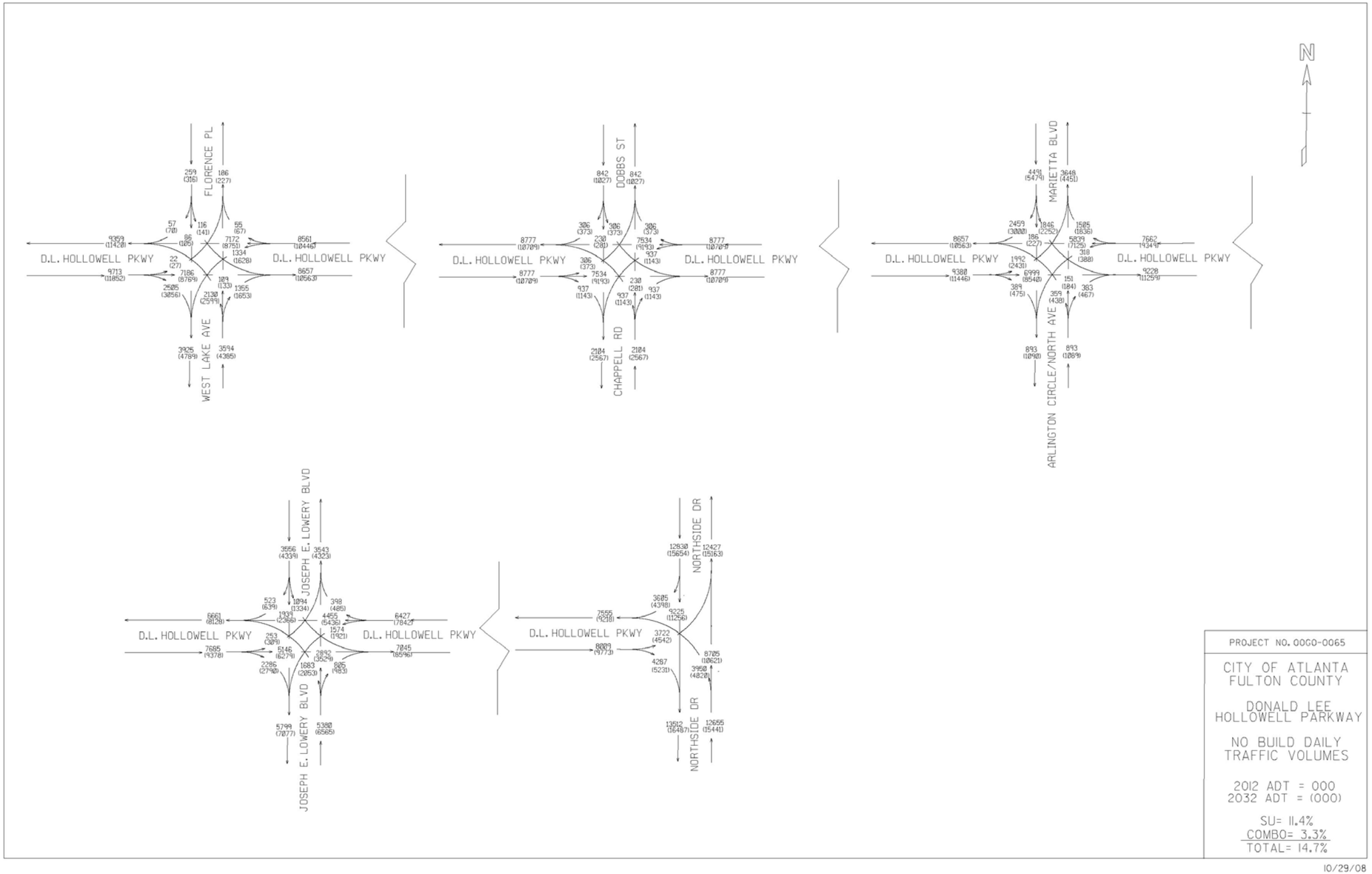


Figure 6. Opening Year 2012 AM and PM Peak Hour Traffic Volumes

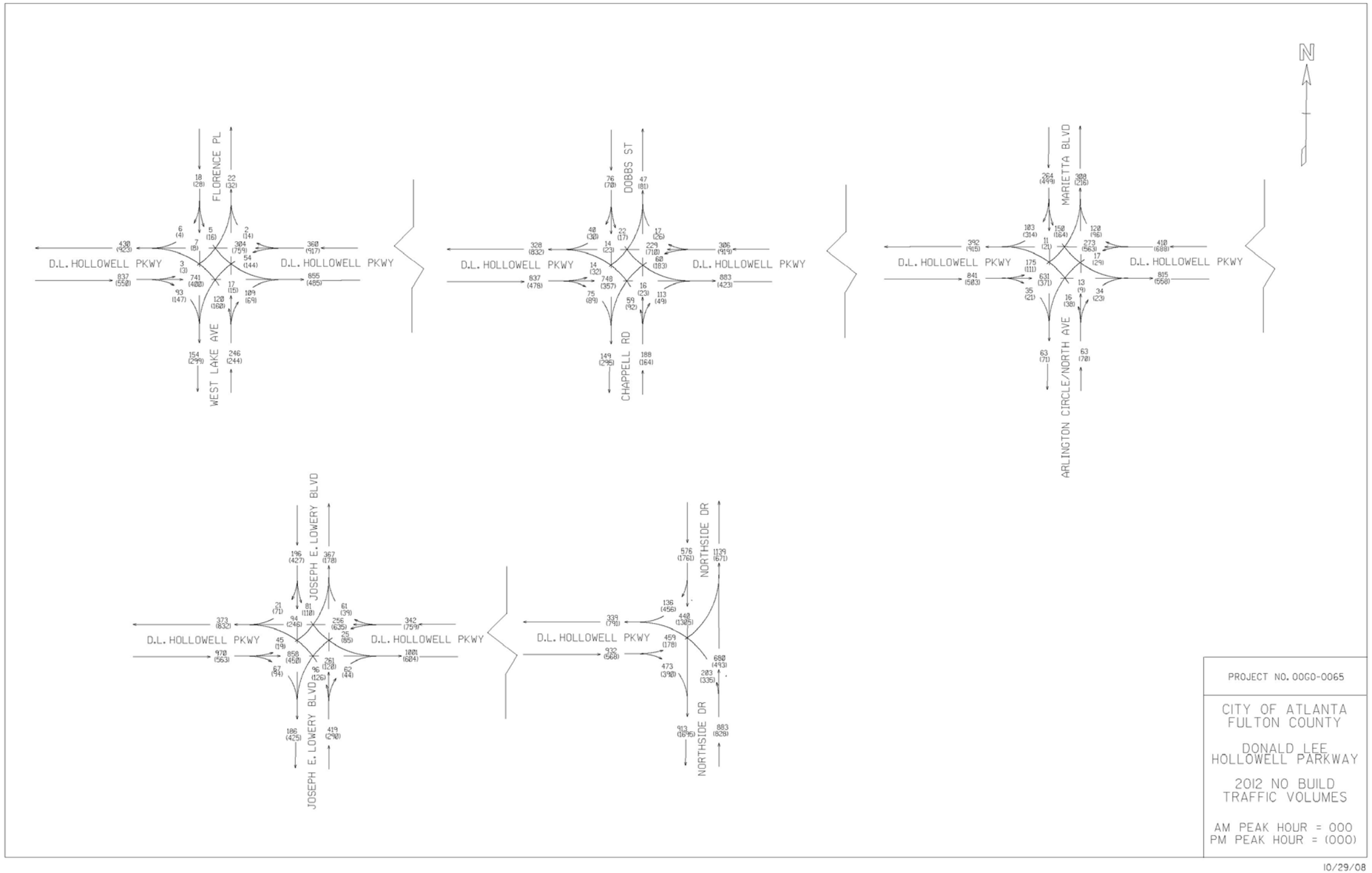
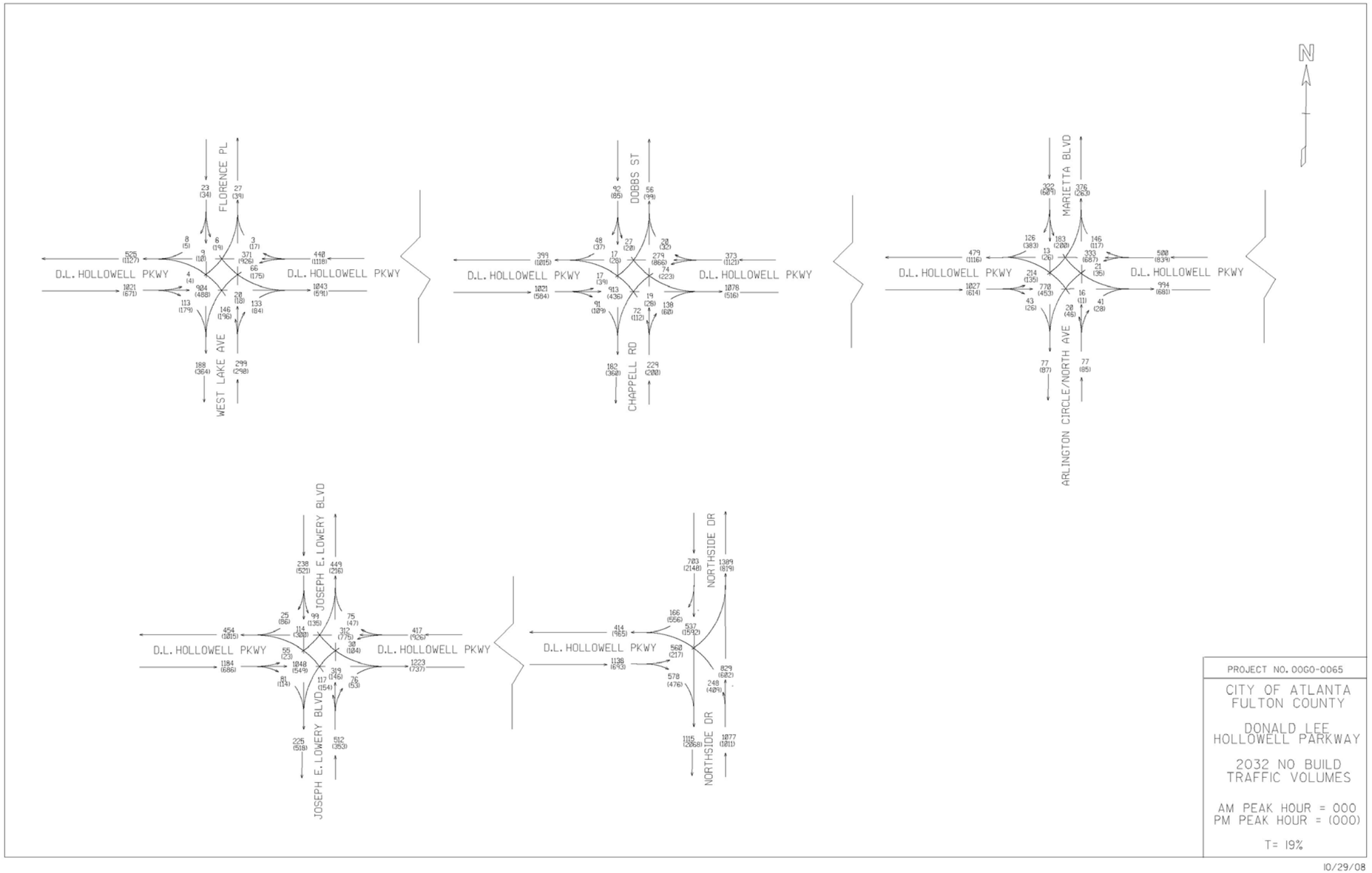


Figure 7. Design Year 2032 AM and PM Peak Hour Traffic Volumes



Median Requirements

According to GDOT's *Design Policy Manual*, 21 May 2007, an arterial such as D.L. Hollowell Parkway with a posted speed limit less than or equal to 45 mph, a base year ADT less than or equal to 18,000 vehicles per day, and a design year ADT less than or equal to 24,000 vehicles per day is required to have a flush median (two-way left-turn lane or TWLTL) at a minimum; however, this would not preclude the installation of a raised median. GDOT's *Benefits of Installing Medians* also cites a large number of commercial driveways and a large number of rear-end, sideswipe, and truck/auto crashes as criteria for use of flush median two-way left-turn lanes.

The study section of D.L. Hollowell Parkway has 110 commercial driveways along its two mile length, for a density of 55 commercial driveways per mile. Note that this does not include the 48 side street approaches.

The frequencies of crashes in the study area were 3.5 to 5 times higher than the statewide rates during 2004, 2005, and 2006. Between 2004 and 2007, for vehicles traveling on D.L. Hollowell Parkway, there were 106 sideswipe crashes, 133 rear end crashes, 6 head on crashes, and 60 crashes between autos and trucks.

According to GDOT's *Benefits of Installing Medians*, "installation of TWLTL's or flush medians to existing multi-lane roads results in 35% reduction in total crashes, 30% decrease in delay, and 30% increase in capacity."

Additional Roadway Connectivity

The City of Atlanta's *Bankhead MARTA Station Transit Area LCI Study* cites the existing interconnected street system in the study area as a "strength" that provides many alternate routes and shorter, more direct trips for both vehicles and pedestrians. Therefore, installing cul-de-sacs on the side streets at D.L. Hollowell Parkway was not considered. However, GDOT's D.L. Hollowell Parkway/Bankhead Highway/SR 8/US 78/US 278 from Gary Avenue to Etheridge Street project (which is a separate project from the project included in this study) includes installing cul-de-sacs on Stiff Street, Glass Street, and Law Street at D.L. Hollowell Parkway.

As the area redevelops, opportunities to provide more interconnection between streets should be considered. Some locations identified are:

- Connecting Francis Place, Elinor Place, Dobbs Street, Elbridge Drive, Woodland Avenue, and Gary Avenue (This is included in the City of Atlanta's draft *Connect Atlanta Plan* and would address the "weakness" cited in the *Bankhead MARTA Station Transit Area LCI Study* "lack of east-west connectivity west of the CSX rail line, between the MARTA station and Francis Place.")
- Connecting Anthony Street to North Avenue (This is included in the City of Atlanta's draft *Connect Atlanta Plan*.)

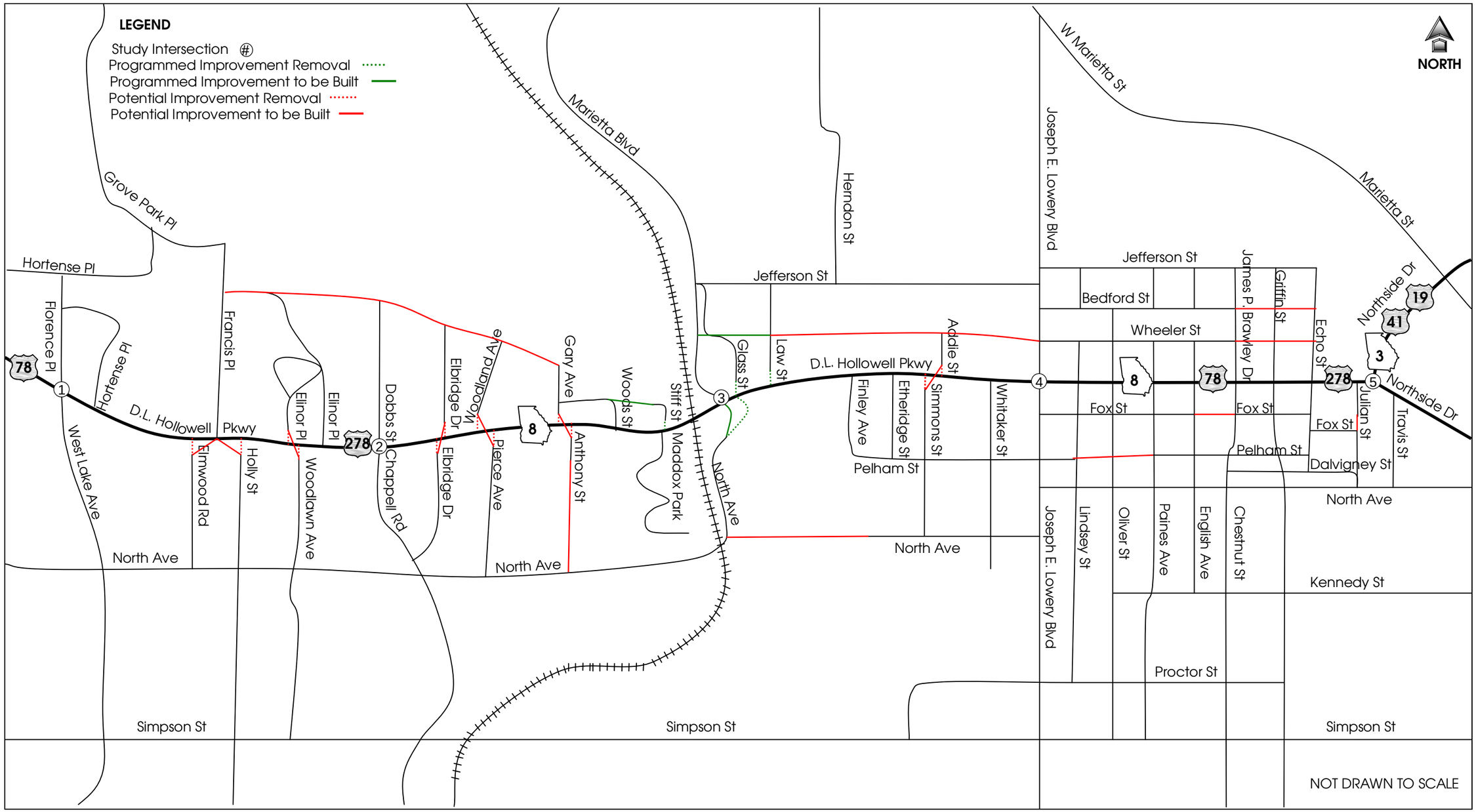
- Connecting Woods Street and Stiff Street (proposed as part of GDOT's D.L. Hollowell Parkway/Bankhead Highway/SR 8/US 78/US 278 from Gary Avenue to Etheridge Street project)
- Connecting Marietta Boulevard, Glass Street, and Law Street (proposed as part of GDOT's D.L. Hollowell Parkway/Bankhead Highway/SR 8/US 78/US 278 from Gary Avenue to Etheridge Street project)
- Connecting Law Street, Addie Street, and Joseph E. Lowery Boulevard
- Connecting North Avenue from east of the railroad underpass to its dead end west of Simmons Street (This is included in the City of Atlanta's draft *Connect Atlanta Plan* and would address two "weaknesses" cited in the *Bankhead MARTA Station Transit Area LCI Study* "lack of connectivity across the CSX rail line forces trips onto Donald L. Hollowell Parkway and Simpson Street, both of which are hostile to pedestrians and bicyclists" and "lack of east-west access to the proposed Belt Line transit greenway from the English Avenue neighborhood.")
- Extending Bedford Street to Griffin Street and Echo Street
- Extending Wheeler Street to Griffin Street and Echo Street
- Connecting Fox Street between English Avenue and James. P. Brawley Drive
- Connecting Pelham Street between Lindsey Street and Paines Avenue
- Connecting Julian Street between its dead end south of D.L. Hollowell Parkway and Fox Street

Several of the side streets in the study area are offset from or in close proximity to one another. As part of GDOT's D.L. Hollowell Parkway/Bankhead Highway/SR 8/US 78/ US 278 from Gary Avenue to Etheridge Street project, Arlington Circle (North Avenue) will be realigned further west to align with Marietta Boulevard. As the area redevelops, aligning the following roadways to increase connectivity and reduce conflict points should be considered:

- Francis Place with Elmwood Road and/or Holly Street
- Elinor Place and Woodlawn Avenue
- Elbridge Drive
- Woodland Avenue and Pierce Avenue
- Gary Avenue and Anthony Street
- Addie Street and Simmons Street
- Echo Street

The programmed and potential roadway connectivity improvements are shown in Figure 8.

Figure 8. Roadway Connectivity Improvements



Future Commercial Driveways

The *GDOT Regulations for Driveway and Encroachment Control, 2004*, revised 20 October 2006, provides guidelines for driveway spacing and width. The driveway spacing requirement for two-way driveways on a 35 mph roadway such as D.L. Hollowell Parkway is 150 feet from centerline to centerline. This spacing requirement applies between adjacent driveways, between a public street and a driveway, and between driveways on the opposite sides of undivided roadways such as D.L. Hollowell Parkway. The width requirements for two-way commercial driveways with one lane in each direction are 24 feet minimum and 40 feet maximum.

Under the GDOT spacing requirement, blocks less than 300 feet in length would not be allowed to have driveways onto D.L. Hollowell Parkway, and blocks less than 450 feet in length would be allowed only one driveway on the north and south sides of the roadway which would be required to align with one another. As the D.L. Hollowell Parkway area redevelops, it is expected that the new developments along D.L. Hollowell Parkway will be required to follow the GDOT guidelines. This means that approximately half of the blocks in the study area would not be allowed any driveways on D.L. Hollowell Parkway and would have to have access via the side streets. Less than half of the blocks would be allowed one driveway on the north and south sides of the roadway which would be required to align with one another. Only five of the blocks would be long enough to have multiple access points on the north and south sides of the roadway. Developers should be encouraged to provide interparcel access and joint use driveways between parcels.

The study section of D.L. Hollowell Parkway has 110 commercial driveways. If the land adjacent to D.L. Hollowell Parkway between West Lake Avenue/Florence Place and Northside Drive were completely redeveloped, under the GDOT driveway spacing requirements, the number of commercial driveways could be halved.

As the number of driveways on D.L. Hollowell Parkway decreases, vehicular traffic conditions are expected to become safer and less congested. Pedestrian conditions are expected to improve as well, with fewer conflict points between vehicles and pedestrians and better sidewalks due to fewer, narrower curb cuts.

Raised Median Openings

According to GDOT's *Benefits of Installing Medians*, installation of raised medians results in up to a 55% reduction in total crashes, reduced crash severity, faster clearance of crashes, up to five times fewer pedestrian crashes, 30% decrease in delay, 30% increase in capacity, provides landscaping and aesthetic opportuties, improved community safety and pride, provides a place for directional signs, eliminates passing and accelerating to merge in TWLTL, and virtually eliminates head-on crashes from opposing vehicles.

The City of Atlanta's *Donald L. Hollowell Parkway Redevelopment Plan* includes the recommendation to improve D.L. Hollowell Parkway from Commodore Drive to Marietta Boulevard by installing an eighteen-foot wide planted median, two eleven-foot wide travel lanes in each direction, a five-foot wide dedicated bicycle lane in each direction, a two-foot wide tree planting zone on both sides, and a five-foot wide sidewalk on both sides. There would not be a median between West Lake Avenue/Florence Place and Elmwood Road and between Elbridge Drive and Marietta Boulevard; instead, there would be ten-foot wide sidewalks and five-foot wide tree planting and street furniture zones in those areas.

The *GDOT Regulations for Driveway and Encroachment Control* provides standards for median opening spacing. The median opening spacing requirement for an urban area is 660 feet minimum and 1,320 feet desirable.

If a raised median were installed on D.L. Hollowell Parkway from West Lake Avenue/Florence Place to Northside Drive, the following are likely locations for median openings:

- West Lake Avenue/Florence Place (existing signalized intersection)
- Francis Place (existing signalized intersection; possibly realign Elmwood Road and/or Holly Street to align with Francis Place)
- Elinor Place/Woodlawn Avenue (would require aligning the side streets with one another)
- Chappell Road/Dobbs Street (existing signalized intersection)
- Woodland Avenue/Pierce Avenue (would require aligning the side streets with one another)
- Woods Street (proposed as part of GDOT's D.L. Hollowell Parkway/Bankhead Highway/SR 8/US 78/US 278 from Gary Avenue to Etheridge Street project)
- Marietta Boulevard (proposed as part of GDOT's D.L. Hollowell Parkway/Bankhead Highway/SR 8/US 78/US 278 from Gary Avenue to Etheridge Street project)
- Finley Avenue
- Addie Street/Simmons Street (would require aligning the side streets with one another)
- Joseph E. Lowery Boulevard (existing signalized intersection)
- Oliver Street or Paines Avenue (Oliver Street is approximately 590 feet east of Joseph E. Lowery Boulevard and Paines Avenue is approximately 610 feet west of James P. Brawley Drive; therefore, neither location meets the GDOT median opening spacing requirement; as the area redevelops, a median opening between Oliver Street and Paines Avenue could be considered.)
- James P. Brawley Drive (existing signalized intersection)
- Northside Drive (existing signalized intersection)

Note that the distance between West Lake Avenue/Florence Place and Francis Place is not long enough to allow for a median opening between the two. One of the

driveways for Woodson Elementary School is approximately 475 feet east of West Lake Avenue/Florence Place and 780 feet west of Francis Place. The effect of a median on access to the school would have to be considered. The school also has access on Francis Place, but the there is no internal roadway connection between the two access points.

Other Design Considerations

The City of Atlanta's draft *Connect Atlanta Plan*, July 2008, includes the following typical needs of users and design implications for commercial arterials such as D.L. Hollowell Parkway. Vehicle access demand is high. On-site parking is typically feasible, but on-street parking is important. Frequent driveways are not acceptable, and mid-block turns are not as important as turns at interections. Low to moderate vehicle travel speed and frequent congestion are expected. Frequent signal spacing and mid-block pedestrian crossing are acceptable. Multimodal access demand is very high, and sidewalks in particular should allow enough room for circulation. The following recommended street design dimesions are given: 35 mph design speed, a maximum of two eleven-foot wide travel lanes in each direction, eleven-foot wide left turn lanes, right turn lanes for heavy turning movements or heavy truck traffic, optional median depending on left turn volume, median openings for cross streets only, maximum 500-foot block length, no mid-block curb cuts, five-foot wide bicycle lanes, seven-foot wide (maximum, including a 1.5 foot-wide gutter) on-street parking, six-inch curbs, twelve- to fifteen-foot wide sidewalks with a minimum eight-foot wide walk zone, mid-block crossings only in front of civic facilities, intersections controlled by signals or stop signs on the side streets only, pedestrian and street lighting required, and buildings preferably placed on the edge of the right-of way.

Future No Build Conditions

Using the methodologies described in the EXPLANATION OF LEVEL OF SERVICE Section, the Levels of Service (LOS) at the intersections of D.L. Hollowell Parkway and West Lake Avenue/Florence Place, Chappell Road/Dobbs Street, Marietta Boulevard, Joseph E. Lowery Boulevard, and Northside Drive were determined for the weekday AM peak hour and the weekday PM peak hour for Future No Build conditions for the design year 2032. At the intersection of D.L. Hollowell Parkway and Marietta Boulevard, the improvements proposed as part of GDOT's D.L. Hollowell Parkway/Bankhead Highway/SR 8/US 78/US 278 from Gary Avenue to Etheridge Street project were assumed to be in place. The results are shown in Table 4. The capacity analysis printouts are provided in Appendix C.

Table 4. Design Year 2032 Future No Build Levels of Service

Intersection		Control	AM Peak Hour	PM Peak Hour
#	Name			
1	West Lake Ave/ Florence Pl & D.L. Hollowell Pkwy	Traffic Signal	B	B
2	Chappell Rd/ Dobbs St & D.L. Hollowell Pkwy	Traffic Signal	A	A
3	Marietta Blvd & D.L. Hollowell Pkwy	Traffic Signal	B	B
4	Joseph E. Lowery Blvd & D.L. Hollowell Pkwy	Traffic Signal	C	C
5	Northside Dr & D.L. Hollowell Pkwy	Traffic Signal	B	D

As can be seen from Table 4, for Future No Build conditions in the design year 2032, all of the study intersections are expected to operate adequately during both the AM and PM peak hours with the existing lanes and traffic control, except for the intersection of D.L. Hollowell Parkway and Marietta Boulevard, which is expected to operate adequately with the improvements proposed as part of GDOT's D.L. Hollowell Parkway/Bankhead Highway/SR 8/US 78/US 278 from Gary Avenue to Etheridge Street project.

As will be seen in the REQUIREMENTS FOR INSTALLATION OF DEDICATED TURN LANES Section, GDOT would require separate left and right turn lanes on D.L. Hollowell

Parkway at all study intersections, except at the intersection of D.L. Hollowell Parkway and West Lake Avenue/Florence Place where an eastbound left turn lane and a westbound right turn lane would not be required.

Requirements for Installation of Dedicated Turn Lanes

Turn lane requirements were calculated based upon the design year 2032 traffic volumes.

The *GDOT Regulations for Driveway and Encroachment Control, 2004*, revised 20 October 2006, provides requirements for installation of dedicated left and right turn lanes and minimum required storage lengths. The requirements are based on a combination of the posted speed limit, ADT of the overall roadway, as well as either the left turn or right turn movement ADT, and the number of travel lanes.

A summary of GDOT turn lane storage lengths, both minimum and calculated, as well as the recommended length to provide, is provided in Table 5. These storage lengths are in addition to the required 50-foot bay taper lengths for both left and right turn bays, and the 125-foot to 250-foot approach taper lengths for left turn bays, which may include the bay taper.

Table 5. Design Year 2032 Dedicated Turn Lane Requirements

Intersection		Control	Move-ment	Turn Lane Required	GDOT Minimum Storage Length	Volume-based Calculated Length	Length to Provide
#	Name						
1	West Lake Ave/ Florence Pl & D.L. Hollowell Pkwy	Traffic Signal	EB L	No	N/A	N/A	N/A
			EB R	Yes	100 ft	150 ft	150 ft
			WB L	Yes	160 ft	150 ft	160 ft
			WB R	No	N/A	N/A	N/A
2	Chappell Rd/ Dobbs St & D.L. Hollowell Pkwy	Traffic Signal	EB L	Yes	160 ft	minimal	160 ft
			EB R	Yes	100 ft	75 ft	100 ft
			WB L	Yes	160 ft	150 ft	160 ft
			WB R	Yes	100 ft	minimal	100 ft
3	Marietta Blvd & D.L. Hollowell Pkwy	Traffic Signal	EB L	Yes	160 ft	225 ft	225 ft
			EB R	Yes	100 ft	50 ft	100 ft
			WB L	Yes	160 ft	50 ft	160 ft
			WB R	Yes	100 ft	150 ft	150 ft
4	Joseph E. Lowery Blvd & D.L. Hollowell Pkwy	Traffic Signal	EB L	Yes	160 ft	50 ft	160 ft
			EB R	Yes	100 ft	100 ft	100 ft
			WB L	Yes	160 ft	100 ft	160 ft
			WB R	Yes	100 ft	75 ft	100 ft
5	Northside Dr & D.L. Hollowell Pkwy	Traffic Signal	EB L	Yes	160 ft	325 ft	325 ft
			EB R	Yes	100 ft	350 ft	350 ft

5. CONCLUSIONS

The purpose of this study is to provide an analysis of the projected traffic conditions with and without construction of the proposed D.L. Hollowell Parkway corridor improvement project in the opening year 2012 and the design year 2032. Traffic volumes were developed for the opening year 2012 and the design year 2032 for a typical weekday when schools are in session. Analyses were conducted during the weekday AM and PM peak hours. Recommendations include intersection geometries and traffic controls, as well as lengths of proposed auxiliary turning lanes.

For Future No Build conditions in the design year 2032, all of the study intersections are expected to operate adequately during both the AM and PM peak hours with the existing lanes and traffic control, except for the intersection of D.L. Hollowell Parkway and Marietta Boulevard, which is expected to operate adequately with the improvements proposed as part of GDOT's D.L. Hollowell Parkway/Bankhead Highway/SR 8/US 78/US 278 from Gary Avenue to Etheridge Street project (which is a separate project from the project included in this study).

GDOT would require separate left and right turn lanes on D.L. Hollowell Parkway at all study intersections, except at the intersection of D.L. Hollowell Parkway and West Lake Avenue/Florence Place where an eastbound left turn lane and a westbound right turn lane would not be required.

GDOT's *Design Policy Manual*, 21 May 2007, would require a flush median (two-way left-turn lane or TWLTL) at a minimum on D.L. Hollowell Parkway; however, this would not preclude the installation of a raised median. According to GDOT's *Benefits of Installing Medians*, "installation of TWLTL's or flush medians to existing multi-lane roads results in 35% reduction in total crashes, 30% decrease in delay, and 30% increase in capacity." According to GDOT's *Benefits of Installing Medians*, installation of raised medians results in up to a 55% reduction in total crashes, reduced crash severity, faster clearance of crashes, up to five times fewer pedestrian crashes, 30% decrease in delay, 30% increase in capacity, provides landscaping and aesthetic opportuties, improved community safety and pride, provides a place for directional signs, eliminates passing and accelerating to merge in TWLTL, and virtually eliminates head-on crashes from opposing vehicles. The frequencies of crashes in the study area were 3.5 to 5 times higher than the statewide rates during 2004, 2005, and 2006. Between 2004 and 2007, for vehicles traveling on D.L. Hollowell Parkway, there were 106 sideswipe crashes, 133 rear end crashes, 6 head on crashes, and 60 crashes between autos and trucks.

Under GDOT's driveway spacing requirements, the number of commercial driveways on D.L. Hollowell Parkway within the study area should be reduced by as much as half as the area redevelops.

There is sidewalk on both sides of most of D.L. Hollowell Parkway from West Lake Avenue/Florence Place to Northside Drive. There is no sidewalk on D.L. Hollowell

Parkway between Stiff Street/Maddox Park and Marietta Boulevard. This forces pedestrians accessing the MARTA station from the east to walk in the street to pass under the rail bridge. Sidewalk is proposed on both sides of D.L. Hollowell Parkway as part of GDOT's D.L. Hollowell Parkway/Bankhead Highway/SR 8/US 78/US 278 from Gary Avenue to Etheridge Street project (which is a separate project from the project included in this study). On the south side of D.L. Hollowell Parkway from West Lake Avenue/Florence Place to Elmwood Road and from Elbridge Drive to Anthony Street, and on the north side of D.L. Hollowell Parkway from Glass Street to Finley Avenue, the sidewalk is unusable because of maintenance issues or closely spaced and/or wide commercial driveways. As the number of driveways on D.L. Hollowell Parkway decreases, pedestrian conditions are expected to improve, with fewer conflict points between vehicles and pedestrians and better sidewalks due to fewer, narrower curb cuts. The City of Atlanta's *Donald L. Hollowell Parkway Redevelopment Plan*, March 2004, includes the recommendation to install sidewalk on both sides of D.L. Hollowell Parkway from Commodore Drive to Marietta Boulevard.

There are no existing bicycle lanes on D.L. Hollowell Parkway from West Lake Avenue/Florence Place to Northside Drive. The City of Atlanta's *Atlanta Commuter On-Street Bike Plan*, September 1995, shows bicycle facilities on D.L. Hollowell Parkway, James P. Brawley Drive, Chappell Road, Francis Place, and North Avenue in the study area as fifteen-year projects. The City of Atlanta's draft *Connect Atlanta Plan*, July 2008, shows Joseph E. Lowery Boulevard as a core bike route, and James P. Brawley Drive and West Lake Avenue/Florence Place as secondary bike routes. Bike lanes are proposed on both sides of D.L. Hollowell Parkway as part of GDOT's D.L. Hollowell Parkway/Bankhead Highway/SR 8/US 78/US 278 from Gary Avenue to Etheridge Street project (which is a separate project from the project included in this study). The City of Atlanta's *Donald L. Hollowell Parkway Redevelopment Plan* includes the recommendation to install bicycle lanes on both sides of D.L. Hollowell Parkway from Commodore Drive to Marietta Boulevard.

MARTA's Bankhead rail station is located on the north side of D.L. Hollowell Parkway between Gary Avenue and Woods Street. Five bus routes also serve the Bankhead rail station, and one bus route serves the study area that does not go to the Bankhead rail station. There are bus stops on both sides of most blocks along D.L. Hollowell Parkway within the study area. The City of Atlanta's *Bankhead MARTA Station Transit Area LCI Study*, 5 January 2006, cites existing bus and rail services as "strengths", but the lack of amenities at the bus stops and the frequency of stops as "weaknesses" in the study area. As part of the City of Atlanta's BeltLine project, a 22-mile long light rail corridor will ring downtown Atlanta and tie into the existing MARTA rail system. Multi-use trails will follow the same 22-mile long corridor. The BeltLine light rail system will have a stop in the vicinity of D.L. Hollowell Parkway; the exact location is not yet fixed. The City of Atlanta's draft *Connect Atlanta Plan*, July 2008, includes a high frequency/limited stop bus service along D.L. Hollowell Parkway from the western city limit to the Bankhead MARTA station, with continuing local service to the North Avenue MARTA station, as a high-priority project. The project includes pedestrian streetscape improvements and transit amenities.

GLOSSARY OF TERMS

Annual Average Daily Traffic (AADT): The total volume of traffic on a highway segment for one-year, divided by 365.
Capacity: The maximum traffic flow designation for a segment of roadway or a lane, within the control conditions for that particular segment of roadway or lane, usually expressed in persons per hour or vehicles per hour.
Congestion: Highway congestion results when traffic demand approaches or exceeds the available capacity of the transportation facility (ies).
Delay: Average delay per vehicle, usually expressed in seconds.
Impacts: The effects of a transportation project, including (a) direct (primary) effects; (b) indirection (secondary) effects; and (c) cumulative effects.
Internal Capture: Trips occurring within the subject site thereby reducing the number of new trips on the external roadway system.
K-Factor: The percentage of daily traffic volume traveling during the peak hour or design hour.
LOS (Level of Service): A qualitative assessment of a road's operating conditions, expressed in terms of A through F – `A' being the best LOS.
Pass-by trips: Some of the trips are by people who would have been on the road anyway on their way to/from someplace else who stop by and visit the commercial establishment.
Peak Hour: The consecutive sixty minutes within a 24-hour period with the highest traffic volume. A peak hour is generally designated for both A.M. and P.M. traffic conditions.
Peak Hour Factor (PHF): The ratio of total traffic occurring during the peak hour to the peak 15-minute flow rate (4 times the maximum 15 minute volume) within the peak hour.
Volume: The number of persons or vehicles passing a point on a lane, roadway or other trafficway during some time interval, often taken to be one hour, expressed in vehicles.
Volume-to-Capacity ratio (v/c): The ratio of volume (v) to capacity (c) for a traffic facility.

EXPLANATION OF LEVEL OF SERVICE

Capacity analyses of the study intersections were completed using procedures in the Transportation Research Board's *Highway Capacity Manual (HCM), 2003*. This is the usual methodology for the analysis of traffic conditions. The software program *Synchro 6* (a nationally recognized computer software package for analyzing capacities and Levels of Service) was used to perform the actual capacity analyses for the key intersections.

Operating conditions at intersections are evaluated in terms of Levels of Service (LOS). LOS A through D are generally considered to be adequate peak hour operations. LOS E and F are generally considered inadequate conditions.

Levels of Service for signalized intersections are reported in composite fashion, i.e., one LOS for the entire intersection, and are based on average control delay. Individual turning movements at a signalized intersection may experience inadequate LOS, particularly where those volumes are relatively low, while the intersection as a whole has an adequate LOS. This is because the major movements on the major roadway are given priority in assigning signal green time.

Traffic conditions at unsignalized intersections, with STOP sign control on the minor street only, are evaluated for the minor street approach(es) and for the left turns from the major street. This is because the major street traffic is assumed to have no delay since there is no control (no STOP sign). Inadequate Levels of Service for minor street approaches to unsignalized intersections are not uncommon, as the continuous flow traffic will always get the priority.

The *Highway Capacity Manual* Level of Service criteria for signalized and unsignalized intersections are shown in the following table:

Highway Capacity Manual Intersection Level of Service Criteria

LOS	Control Delay (seconds per vehicle)	
	Signalized Intersection	**Unsignalized Intersection**
A	≤ 10	≤ 10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	> 80	> 50

Source: Highway Capacity Manual

5. Initial Environmental Screenings

EDWARDS - PITMAN
ENVIRONMENTAL, INC.

November 26, 2008

Mr. Clint V. Parker, P.E.
Atlanta Services Group
3180 Ridgerock Way
Snellville, GA 30078

Re: Hollowell Corridor, Fulton County
Environmental Screening

Dear Mr. Parker,

Edwards-Pitman Environmental, Inc. (EPEI) has completed an environmental survey of the Hollowell Corridor in Fulton County.

EPEI staff specialists Regina Schuster (history), Heidi Schneider (ecology), and David Lineberry (archaeology) assisted with this environmental screening, which focused on the identification of visible constraints that may affect the development of the proposed project. The environmental screening includes identification of historical and archaeological resources, natural features, as well as parks and other sensitive land uses that could be viewed from the roadway and could be impacted by the proposed project. In addition to field reconnaissance, available documentation from the Georgia Archaeological Site Files, the Georgia Department of Natural Resources (DNR) Natural Heritage Program, the US Fish and Wildlife Service (USFWS) and the US Geological Survey (USGS) were reviewed to obtain additional information related to archaeological resources and threatened and endangered species.

General observations and comments that apply to the project corridor are presented below:

Land Use
The land uses in the project area were a mixture of commercial and residential properties such as churches, parks, retail shops, restaurants, single family homes, gas stations, and automotive repair shops.

Underground Storage Tanks (USTs) and Hazardous Waste Sites
Numerous gas stations and other potential USTs or hazardous waste sites were identified within the survey limits.

- An auto service station is located in the southeast quadrant of the Hollowell Parkway intersection with Florence Place and West Lake Avenue.
- An AutoZone (1598 Hollowell Parkway) is located on the south side of Hollowell Parkway between West Lake Avenue and Elmwood Road.
- A Chevron gas station (586 Chappell Road) is located in the southwest quadrant of the Hollowell Parkway intersection with Chappell Road.
- A BP gas station (1400 Hollowell Parkway) is located in the southeast quadrant of the Hollowell Parkway intersection with Chappell Road.
- Hilltop Cleaners (1361 Hollowell Parkway) is located in the northeast quadrant of the Hollowell Parkway intersection with Elbridge Drive.
- Coffey Automotive Group (1351 Hollowell Parkway) is located in the northwest quadrant of the Hollowell Parkway intersection with Woodland Avenue.
- A tire shop is located in the northeast quadrant of the Hollowell Parkway intersection with Woodland Avenue.
- An electrical maintenance office in what may have been an automotive shop is located in the southeast quadrant of the Hollowell Parkway intersection with Pierce Avenue.

- A-Atlanta Towing is located in the northwest quadrant of the Hollowell Parkway intersection with Law Street.
- Alpha Used Auto Parts (1037 Hollowell Parkway) is located on the north side of Hollowell Parkway across from Finley Avenue.
- Joe and Sons Towing Service (1036 Hollowell Parkway) is located in the southwest quadrant of the Hollowell Parkway intersection with Etheridge Street.
- Atlanta Auto Salvage (1029 Hollowell Parkway) is located on the north side of Hollowell Parkway across from Etheridge Street.
- KJC Package is located in what may formerly have been an automotive shop on the north side of Hollowell Parkway across from Simmons Street.
- Fast Lane Gas is located in the southeast quadrant of the Hollowell Parkway intersection with Simmons Street.
- R & R Collision Center (968 Hollowell Parkway) is located in the southwest quadrant of the Hollowell Parkway intersection with Whitaker Street.
- New Dixie Use Auto and Truck Parts (947 Hollowell Parkway) is located on the north side of Hollowell Parkway across from Whitaker Street.
- Sisters Hot Wings (918 Hollowell Parkway) is located in what may formerly have been a gas station in the southwest corner of the Hollowell Parkway and Joseph E. Lowery Boulevard intersection.
- Ashby Coin Laundry and Dry Cleaning is located on the west side of Joseph E. Lowery Boulevard across from Fox Street.
- Direct Auto is located in the northwest quadrant of the Hollowell Parkway intersection with Joseph E. Lowery Boulevard.
- Elmo's Collision Center (690 Lowery Boulevard) is located on the west side of Joseph E. Lowery Boulevard to the north of Direct Auto.
- A new and used tire dealer and a vacant business that may have been an automotive center are located in the northeast quadrant of the Hollowell Parkway intersection with Joseph E. Lowery Boulevard.
- A Shell gas station (902 Hollowell Parkway) and an attached coin laundry are located in the southeast quadrant of the Hollowell Parkway intersection with Joseph E. Lowery Boulevard.
- A vacant building that may formerly have been an automotive service is located in the southeast quadrant of the Hollowell Parkway intersection with Paines Avenue.
- A vacant building that may formerly have been an automotive service is located in the northeast quadrant of the Hollowell Parkway intersection with Paines Avenue.
- European Automotive (805 D Hollowell Parkway) is located on the north side of Hollowell Parkway between Paines Avenue and English Avenue.
- A vacant building labeled as a garage is located in the southwest quadrant of the Hollowell Parkway intersection with English Avenue.
- Friar Motors (741 Hollowell Parkway) is located in the northwest quadrant of the Hollowell Parkway intersection with Griffin Street.
- A transmission center is located on the north side of Hollowell Parkway between Griffin Street and Echo Street.
- Cycle Kings is located on the south side of Hollowell Parkway between Griffin Street and Echo Street.
- Riley's Auto Repair (691 Echo Street) is located in the northeast quadrant of the Hollowell Parkway intersection with Echo Street.
- D & R Automotive (685 Hollowell Parkway) is located in the northwest quadrant of the Hollowell Parkway intersection with Northside Drive.
- Six Sixty Service (658 Northside Drive), an automotive service, is located on the west side of Northside Drive south of Hollowell Parkway.
- Platinum Autos (675 Northside Drive) is located in the southeast quadrant of the Hollowell Parkway intersection with Northside Drive.

If work is to occur within the area of the potential USTs or hazardous waste sites, subsurface testing may be required to determine if any contaminants are leaking into the soil. If contaminants are found,

applicable laws and regulations concerning the removal of toxic or hazardous material would need to be followed and the removal would require coordination with the Environmental Protection Division.

Churches, Schools, Parks and Other Sensitive Land Uses

Several churches, schools, and other sensitive land uses were identified within the survey limits.

- Paradise Missionary Baptist Church (1711 Hollowell Parkway) is located on the north side of Hollowell Parkway west of Florence Place.
- Grove Park Elementary School (20 Evelyn Way) is located on the south side of Evelyn Way to the west of West Lake Avenue.
- Grove Park is located on the north side of Hollowell Parkway to the east of Hortense Place.
- Woodson Elementary School (1605 Hollowell Parkway) is located on the north side of Hollowell Parkway between Hortense Place and Francis Place.
- Toys Rainbow (1562 Hollowell Parkway) is a daycare facility located on the south side of Hollowell Parkway between West Lake Avenue and Elmwood Road.
- Mt. Gilead Baptist Church (1537 Hollowell Parkway) is located in the northwest quadrant of the Hollwell Parkway intersection with Florence Place.
- The Georgia Oliver or New Spirit United Methodist Church (1380 Hollowell Parkway) is located in the southwest quadrant of the Hollowell Parkway intersection with Elbridge Drive.
- The Faith Temple Church of Love is located in the southwest quadrant of the Hollwell Parkway intersection with Pierce Avenue.
- A MARTA station is located on the north side of Hollowell Parkway between Gary Avenue and Stiff Street.
- Fulton County Government Offices (1249 Hollowell Parkway) including the Mental Health office, a Department of Family and Children Services office, and the Asa G. Yancey Health Center (1247 Hollowell Parkway) are located on the north side of Hollowell Parkway between Gary Avenue and Stiff Street.
- Youth Power (1225 Hollowell Parkway), a non-profit community services organization, is located in the northwest quadrant of the Hollowell Parkway intersection with Stiff Street.
- Maddox Park is located on the south side of Hollowell Parkway between Anthony Street and the CSX railroad line.
- Fulton County Government Services including the Sheriff's Department, animal control, and maintenance facilities are located on the east side of Marietta Boulevard at Jefferson Street.
- The Atlanta Community Food Bank (732 Lowery Boulevard) and the Atlanta Community Food Bank Annex are located on the west side of Joseph E. Lowery Boulevard between Wheeler Street and Bedford Street.
- The Greater Deliverance Baptist Church (705 Lowery Boulevard) is located in the southeast quadrant of the Joseph E. Lowery Boulevard intersection with Wheeler Street.
- The Lindsay Street Baptist Church is located in the southeast quadrant of the Joseph E. Lowery Boulevard intersection with North Avenue.
- The Heavenly Jerusalem Missionary Baptist Church is located in the northwest quadrant of the Hollowell Parkway intersection with Oliver Street.
- The Pure Church of Jesus Christ (829 Hollowell Parkway) is located in the northwest quadrant of the Hollowell Parkway intersection with Paines Avenue.
- The Boys and Girls Club (777 Hollowell Parkway) is located on the north side of Hollowell Parkway between English Avenue and James P. Brawley Drive.
- St. Mark's Baptist Church (688 Hollowell Parkway) is located in the southwest quadrant of the Hollowell Parkway intersection with Northside Drive.
- The New Beginning with Christ Church (642 Travis Street) is located on the west side of Travis Street south of Northside Drive.
- Hands On Atlanta (600 Means Street) is located to the east of Northside Drive between Hollowell Parkway and Marietta Street.

Impacts to these areas, considered sensitive land uses, may result in broader impacts to the community as a whole.

Natural Resources

Water Quality

The project is located in the Middle Chattahoochee River-Lake Harding basin (Hydrologic Unit Code 03130002). The Middle Chattahoochee River-Lake Harding basin has been designated as a priority watershed by the United States Environmental Protection Agency (USEPA). This project occurs in an urban area of the Piedmont Physiographic Region of Georgia.

Threatened and Endangered Species

No threatened or endangered species listed by the USFWS website or the DNR website as potentially occurring within Fulton County were observed during the initial field survey. No potential habitat for the Georgia aster (*Symphyotrichum georgianum*) was identified. Full field surveys would be required to determine if habitat for the Gulf moccasinshell (*Medionidus penicillatus*), the shiny-rayed pocketbook (*Lampsilis subangulata*), or the Cherokee darter (*Etheostoma scotti*) is present. Critical habitat is not listed for any species in Fulton County. Section 7 coordination may be required if appropriate habitat for these listed species is identified during full field surveys.

Waters of the US

Three jurisdictional streams were identified during the field survey. One stream flows under West Lake Avenue, north of Thoms Drive. Two streams flow under Hollowell Parkway. The first stream flows through Grove Park, and the second stream flows west of the MARTA Station.

Cultural Resources

Archaeology

On October 30, 2008, a check of the Georgia Archaeological Site Files was conducted electronically for this project at the University of Georgia in Athens. Four previously recorded archaeological sites are located within a one-kilometer radius of the project corridor. Table 1 lists additional information regarding these sites. Figure 1 shows the location of the sites on a USGS map.

Table 1
Previously Identified Archaeological Sites within a 1-km Radius of the Project Corridor

Site	UTMs	Site Type and Cultural Affiliation	NRHP Status Recommendation
9FU102	E737398 N3739638	Early 20th century secondary garbage dump	Unknown
9FU114	E738200 N3739400	Late 19th –early 20th century garbage dump	Determined Eligible
9FU253	E741013 N3739584	Late 19th –early 20th century urban residential/commercial district	Listed
9FU410	E739420 N3740604	Late 19th –early 20th century artifact scatter	Recommended Ineligible

Historic Markers

A marker for Davis Hill is located on the north side of Hollowell Parkway to the east of Chappell Road and the entrance to the Overlook Atlanta Apartments. Relocation or temporary removal of this historic marker would require coordination with the Georgia Department of Natural Resources.

Historic Resources

Existing information on previously identified historic properties was consulted to determine if any are located within the Area of Potential Effects (APE) of the proposed project. The review of existing information on previously identified historic properties revealed that no National Register listed properties,

proposed National Register nominations, or National Historic Landmarks were identified within the proposed project's APE. One bridge, GDOT Bridge #121-0003-0, determined eligible for inclusion in the National Register in the updated Georgia Historic Bridge Survey (GHBS) is located within the proposed project's APE (see attached GHBS form).

The review of existing information also revealed that no properties 50 years old or older were identified within the proposed project's APE in the 1996 DNR Fulton County survey. A total of 80 properties 50 years of age or older not identified in the DNR survey were identified within the proposed project's APE during the historic resources windshield survey. As a result of these efforts, a total of 81 properties 50 years old or older were identified within the proposed project's APE during the historic resources windshield survey. Of these 81 properties, two are eligible for listing in the National Register while 23 appear to be potentially eligible for listing in the National Register; however, all resources would require further evaluation to determine eligibility. These 81 properties are described in Table 2 and the location of these properties is depicted on the attached Figures 2 through 9.

Table 2
Properties 50 Years Old or Older

Name of Resource	Date of Construction	Type and/or Style	Location	National Register Recommendation
Grove Park Historic District (Property #1)	c. 1920 – c. 1950	Residential Historic District	Bounded by Ruth St, East Ave, Margaret Pl, Charles Pl, Edwin St, Hortnese Way, Grove Park Pl, Francis Pl, Elinor Pl, Chappell Rd, Kennesaw Dr, Woodlawn Ave, Simpson Rd, Holly St, Carlisle St, W Lake Ave, North Ave, Alta Pl, Mildred Pl	**Potentially Eligible**
Elbridge Historic District (Property #2)	c. 1920 – c. 1955	Residential Historic District	Bounded by Chappell Rd, Hollowell Parkway, Pierce Ave, North Ave	**Potentially Eligible**
Elbridge Drive Properties (Property #3)	1930 - 1955	Residential	639 – 687 Elbridge Dr	**Potentially Eligible**
Property #4	1954	Commercial	1351 Hollowell Pkwy	Not Eligible
Property #5	1940	Residential	1356 Hollowell Pkwy	Not Eligible
Property #6	1946	Commercial	1332 Hollowell Pkwy	Not Eligible
Property #7	1930	Commercial	1314 Hollowell Pkwy	Not Eligible
Property #8	1940	Commercial	1304 Hollowell Pkwy	Not Eligible
Property #9	1940	Commercial	579 Pierce Ave	Not Eligible
Property #10	1950	Commercial	1239 Hollowell Pkwy	**Potentially Eligible**
Property #11	1949	Commercial	1165 Hollowell Pkwy	Not Eligible
Property #12	1920 - 1946	Residential	725 – 751 Rice St	**Potentially Eligible**
Property #13	1950	Commercial	750 Glass St	**Potentially Eligible**
Property #14	1930	Residential	740 Glass St	Not Eligible

Name of Resource	Date of Construction	Type and/or Style	Location	National Register Recommendation
Former Atlantic & Birmingham Railroad (Property #15)	1887	Railroad	Intersects Hollowell Pkwy immediately east of Marietta Blvd & immediately west of Northside Dr	**Eligible**
Law Street Properties (Property #16)	c. 1920	Residential	685 – 707 Law St	Not Eligible
Property #17	1950	Commercial	1130 Hollowell Pkwy	**Potentially Eligible**
Property #18	1951	Commercial	1060 Hollowell Pkwy	Not Eligible
Property #19	1940	Commercial	1036 Hollowell Pkwy	Not Eligible
Property #20	1940	Commercial	1029 Hollowell Pkwy	Not Eligible
Property #21	1955	Commercial	1015 Hollowell Pkwy	Not Eligible
Property #22	1950	Commercial	999 Hollowell Pkwy	Not Eligible
Property #23	1940	Commercial	1024 Hollowell Pkwy	Not Eligible
Property #24	1955	Commercial	1020 Hollowell Pkwy	Not Eligible
Property #25	1945	Commercial	945 Hollowell Pkwy	Not Eligible
Property #26	1951	Commercial	978 Hollowell Pkwy	Not Eligible
Property #27	1954	Commercial	966 Hollowell Pkwy	Not Eligible
Property #28	1952	Commercial	948 Hollowell Pkwy	Not Eligible
Property #29	1940	Commercial	921 Hollowell Pkwy	Not Eligible
Property #30	1955	Commercial	690 Joseph Lowery Blvd	Not Eligible
Bankhead Historic District (Property #31)	c. 1920 – c. 1950	Residential Historic District	Bounded by Hollowell Pkwy, Joseph Lowery Blvd, Simpson St, Cairo St, Simmons St, Etheridge St	**Potentially Eligible**
Property #32	1945	Commercial	899 Hollowell Pkwy	**Potentially Eligible**
Property #33	1950	Commercial	649 Joseph Lowery Blvd	Not Eligible
Property #34	1930	Residential	894 Pelham St	**Potentially Eligible**
Property #35	1930	Residential	892 Pelham St	Not Eligible
Property #36	1958	Residential	584 Lindsay St	Not Eligible
Property #37	1937	Residential	575 Joseph Lowery Blvd	**Potentially Eligible**
Property #38	1930	Residential	899 North Ave	Not Eligible
Property #39	1920	Commercial	869 Hollowell Pkwy	Not Eligible
Oliver Street Properties (Property #40)	1930	Residential	694 – 702 Oliver St	Not Eligible
Property #41	1920	Commercial	851 Hollowell Pkwy	Not Eligible
Property #42	1950	Commercial	878 Hollowell Pkwy	Not Eligible
Property #43	1920	Residential	656 Oliver St	Not Eligible
Fox Street Properties (Property #44)	1920	Residential	877 & 881 Fox St	Not Eligible
Property #45	1920	Residential	851 Fox St	Not Eligible

Name of Resource	Date of Construction	Type and/or Style	Location	National Register Recommendation
Property #46	1947	Commercial	Hollowell Pkwy/Paines Ave Intersection	Not Eligible
Property #47	1928	Commercial	808 Hollowell Pkwy	**Potentially Eligible**
Property #48	1920	Residential	655 Paines Ave	**Potentially Eligible**
Property #49	1930	Residential	811 Fox St	Not Eligible
English Avenue Properties (Property #50)	1930	Residential	648 – 654 English Ave	Not Eligible
Property #51	1935	Commercial	805 Hollowell Pkwy	Not Eligible
Property #52	1920	Commercial	813 Hollowell Pkwy	**Potentially Eligible**
Property #53	1920	Commercial	819 Hollowell Pkwy	**Potentially Eligible**
Property #54	1950	Residential	687 Paines Ave	Not Eligible
Property #55	1930	Residential	691 Paines Ave	Not Eligible
Property #56	1930	Residential	695 Paines Ave	Not Eligible
Property #57	1930	Residential	703 Paines Ave	**Potentially Eligible**
Property #58	1930	Residential	704 English Ave	**Potentially Eligible**
Property #59	1922	Commercial	792 Hollowell Pkwy	**Potentially Eligible**
Property #60	1949	Commercial	748 Hollowell Pkwy	Not Eligible
Property #61	1920	Residential	645 James Brawley Dr	Not Eligible
Property #62	1920	Residential	646 Griffin St	Not Eligible
Property #63	1920	Residential	Adjacent to 646 Griffin St	**Potentially Eligible**
Property #64	1920	Residential	659 Griffin St	**Potentially Eligible**
Property #65	1920	Residential	657 Griffin St	Not Eligible
Property #66	1950	Commercial	750 Hollowell Pkwy	Not Eligible
Property #67	1955	Commercial	726 Hollowell Pkwy	**Potentially Eligible**
Property #68	1945	Residential	741 Hollowell Pkwy	Not Eligible
Property #69	1930	Commercial	733 Hollowell Pkwy	Not Eligible
Property #70	1952	Commercial	725 Hollowell Pkwy	**Potentially Eligible**
Property #71	1946	Commercial	698 Echo St	Not Eligible
Property #72	1950	Commercial	733 Echo St	Not Eligible
Property #73	1951	Commercial	673 Wheeler St	Not Eligible
Property #74	1952	Commercial	703 Hollowell Pkwy	Not Eligible
Property #75	1950	Commercial	685 Hollowell Pkwy	Not Eligible
Property #76	1950	Commercial	683 Hollowell Pkwy	Not Eligible
Property #77	1920	Commercial	696 Hollowell Pkwy	Not Eligible

Name of Resource	Date of Construction	Type and/or Style	Location	National Register Recommendation
Property #78	1952	Commercial	670 Hollowell Pkwy	**Potentially Eligible**
Property #79	1952	Commercial	660 Northside Dr	Not Eligible
Property #80	1958	Commercial	658 Northside Dr	Not Eligible
GDOT Bridge #121-0003-0 (Property #81)	1952	Concrete Slab Bridge	Northside Dr over CSX RR, 1.3 miles north of Hollowell Pkwy	**Eligible**

Coordination with the State Historic Preservation Officer (SHPO) would be required to determine the eligibility of the resources and the potential effects.

Anticipated Level of National Environmental Policy Act (NEPA) Documentation

A Categorical Exclusion (CE) is the anticipated level of NEPA documentation of the proposed project, though coordination with the Federal Highway Administration is recommended due to the project length to confirm that this documentation level is appropriate.

If you have any questions or need additional information, please contact me at (770) 333-9484.

Sincerely,

Jill Brown
Project Planner
Edwards-Pitman Environmental, Inc.

FIGURES

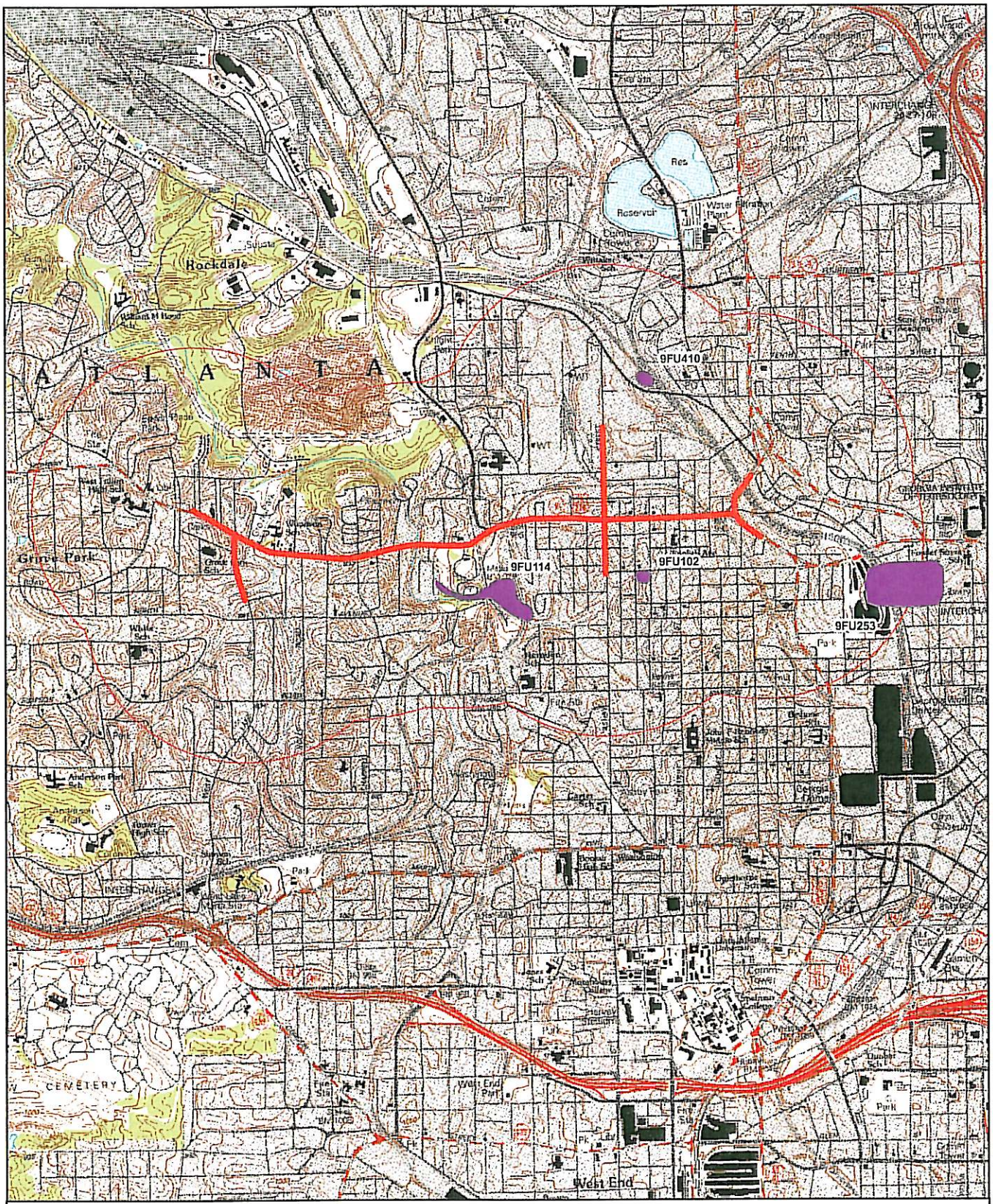


Figure 1 Fulton County Intersections - Hollowell Corridor Project and Site Location

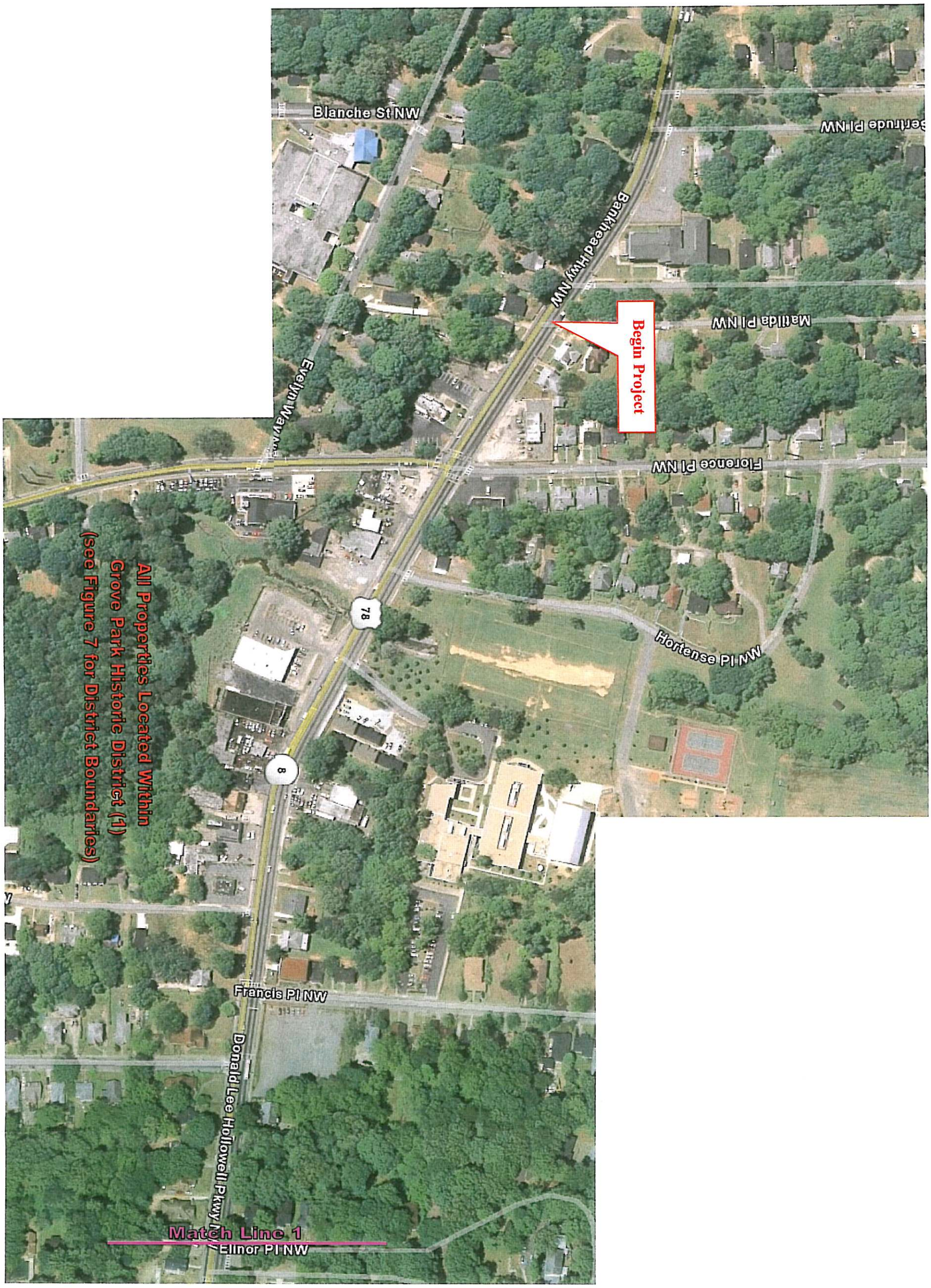


FIGURE 2
Resource Location Map
Hollowell Parkway Pedestrian and Intersection Improvements
Fulton County

NOT TO SCALE

N

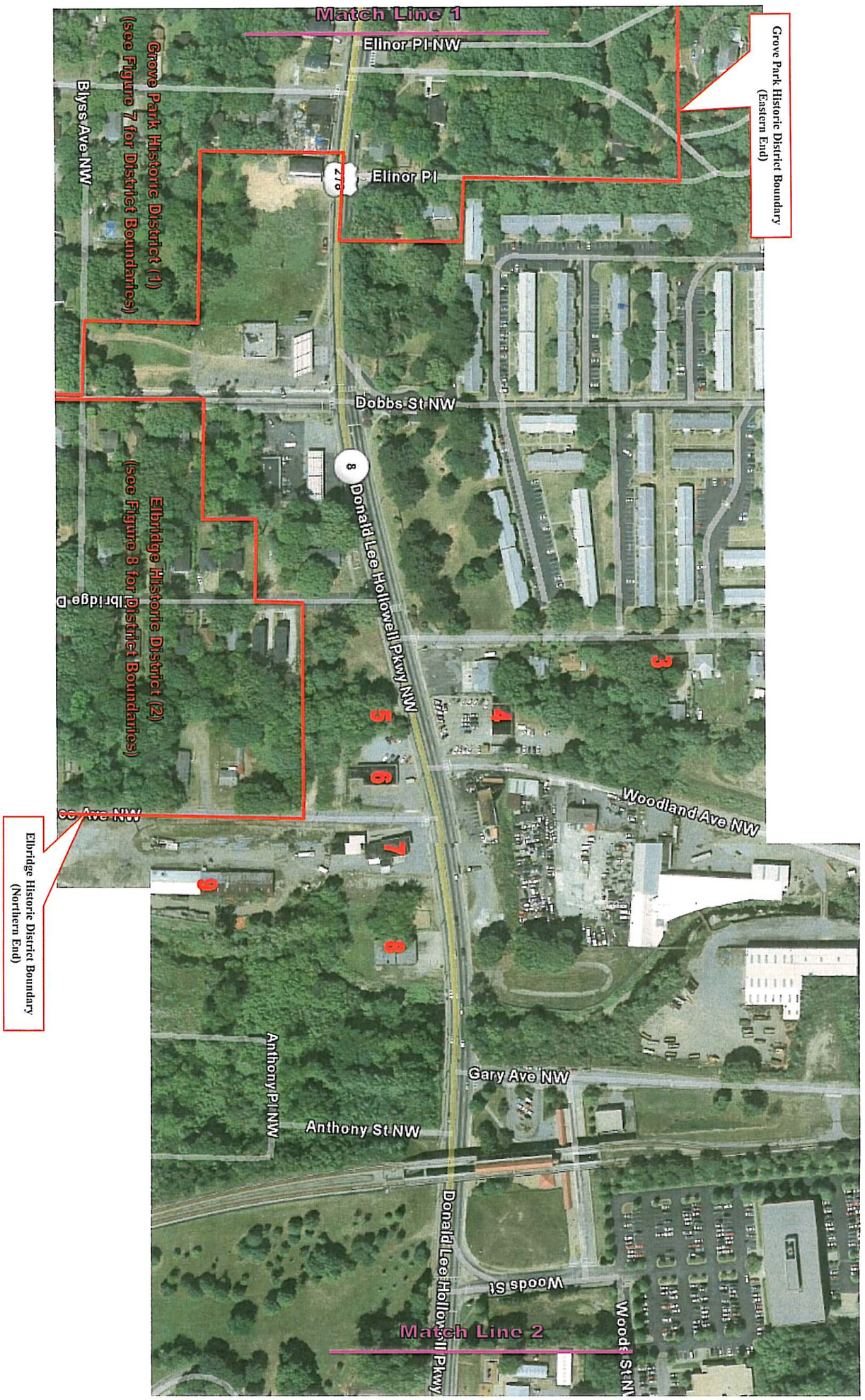


FIGURE 3
Resource Location Map
Hollowell Parkway Pedestrian and Intersection Improvements
Fulton County

NOT TO SCALE

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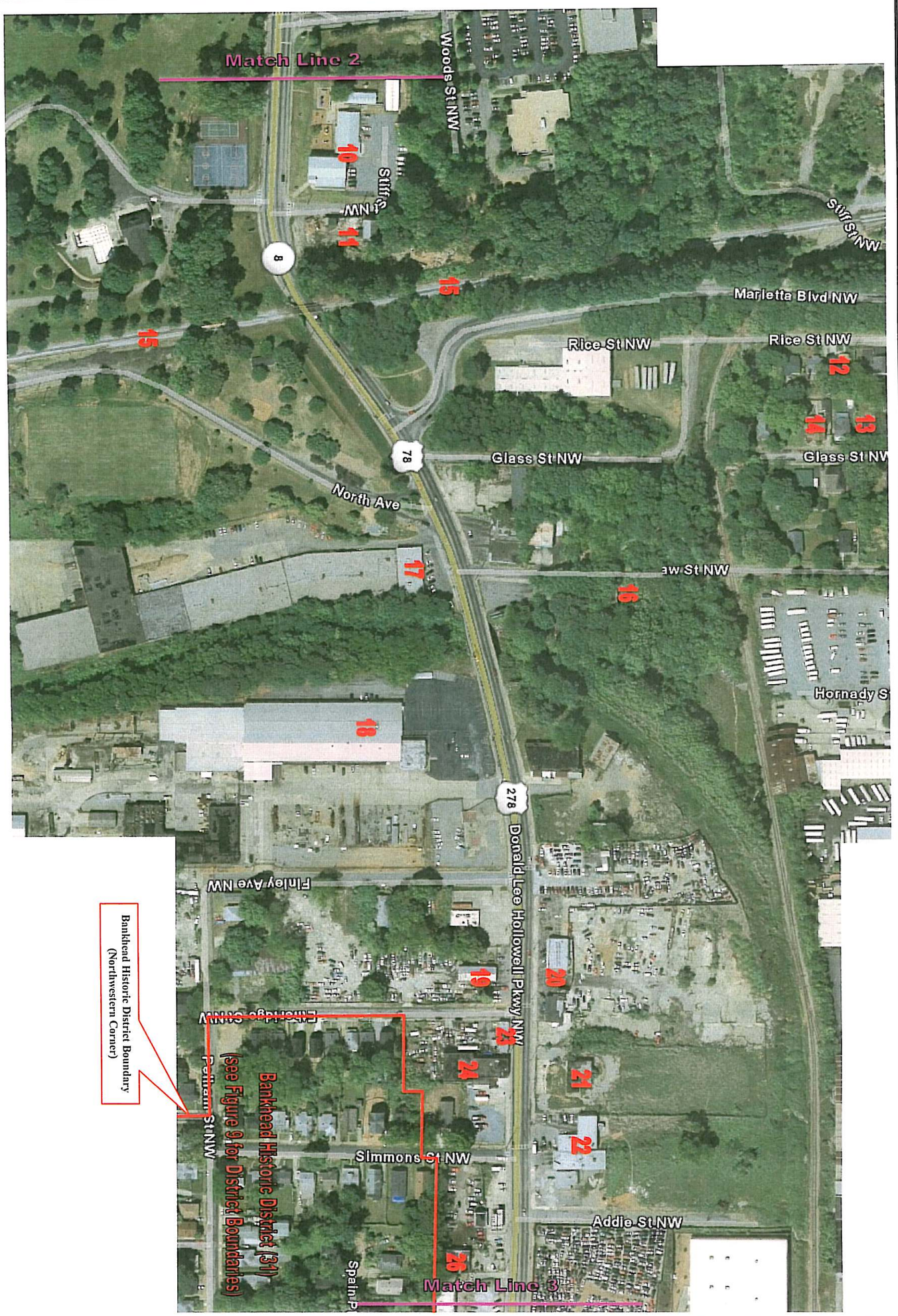

FIGURE 4
Resource Location Map
Hollowell Parkway Pedestrian and Intersection Improvements
Fulton County

NOT TO SCALE

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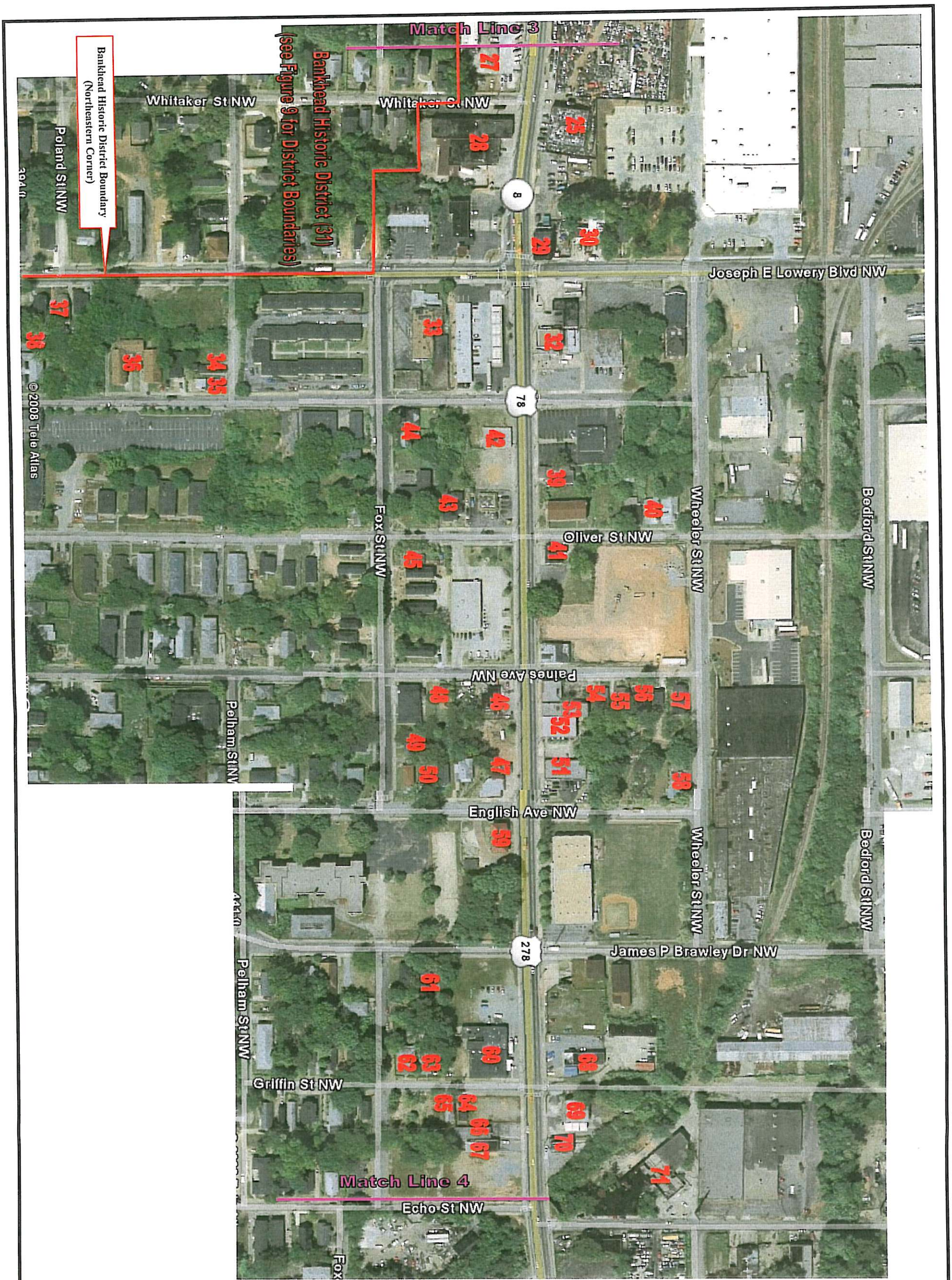

FIGURE 5
Resource Location Map
Hollowell Parkway Pedestrian and Intersection Improvements
Fulton County

NOT TO SCALE

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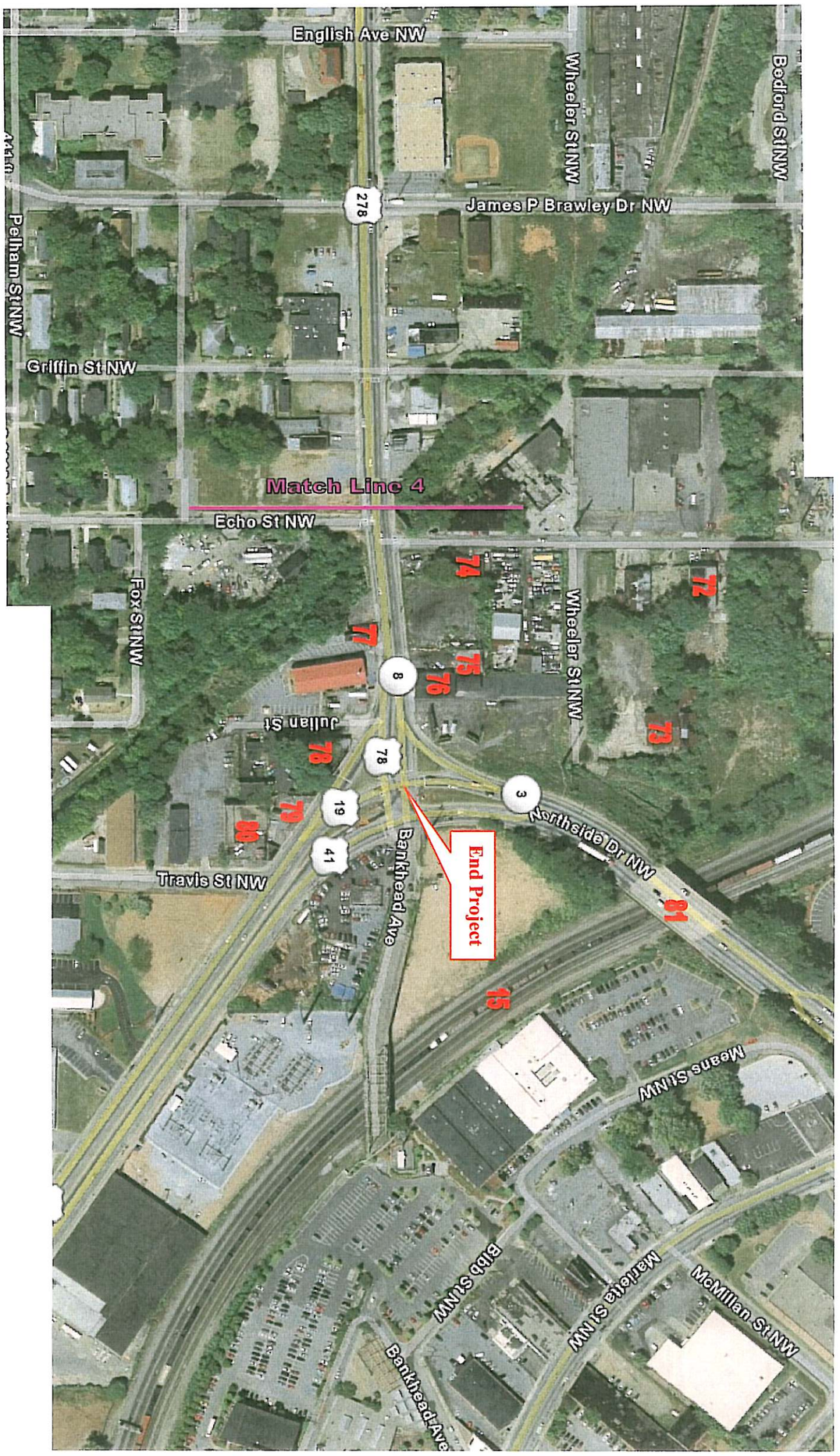

FIGURE 6
Resource Location Map
Hollowell Parkway Pedestrian and Intersection Improvements
Fulton County

NOT TO SCALE

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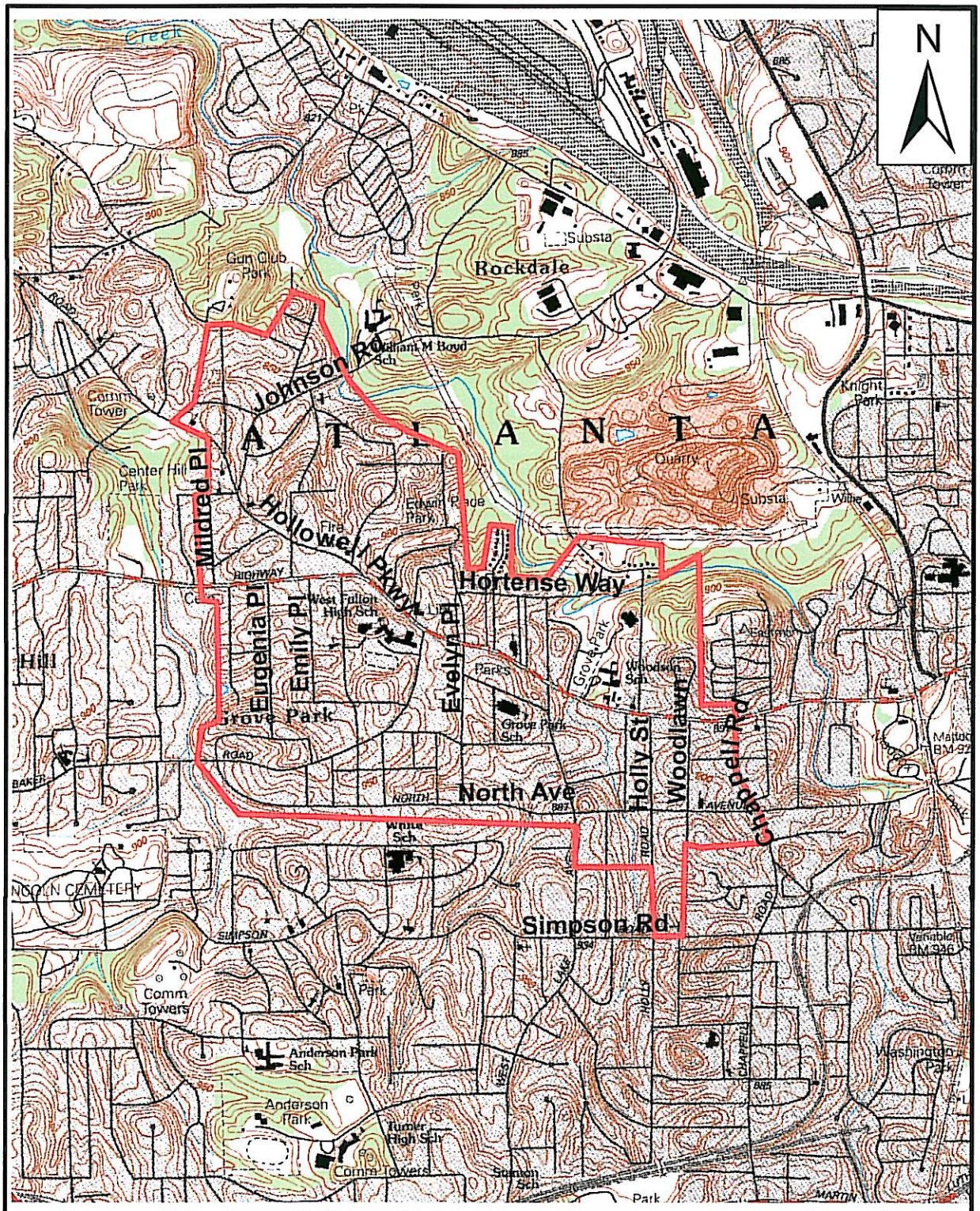

FIGURE 7

Grove Park Historic District (Property #1)

Hollowell Parkway Pedestrian and Intersection Improvements

Source: Northwest Atlanta, GA Quadrangle
USGS 7.5' Series
(Topographic)

2,000 1,000 0 2,000

Feet

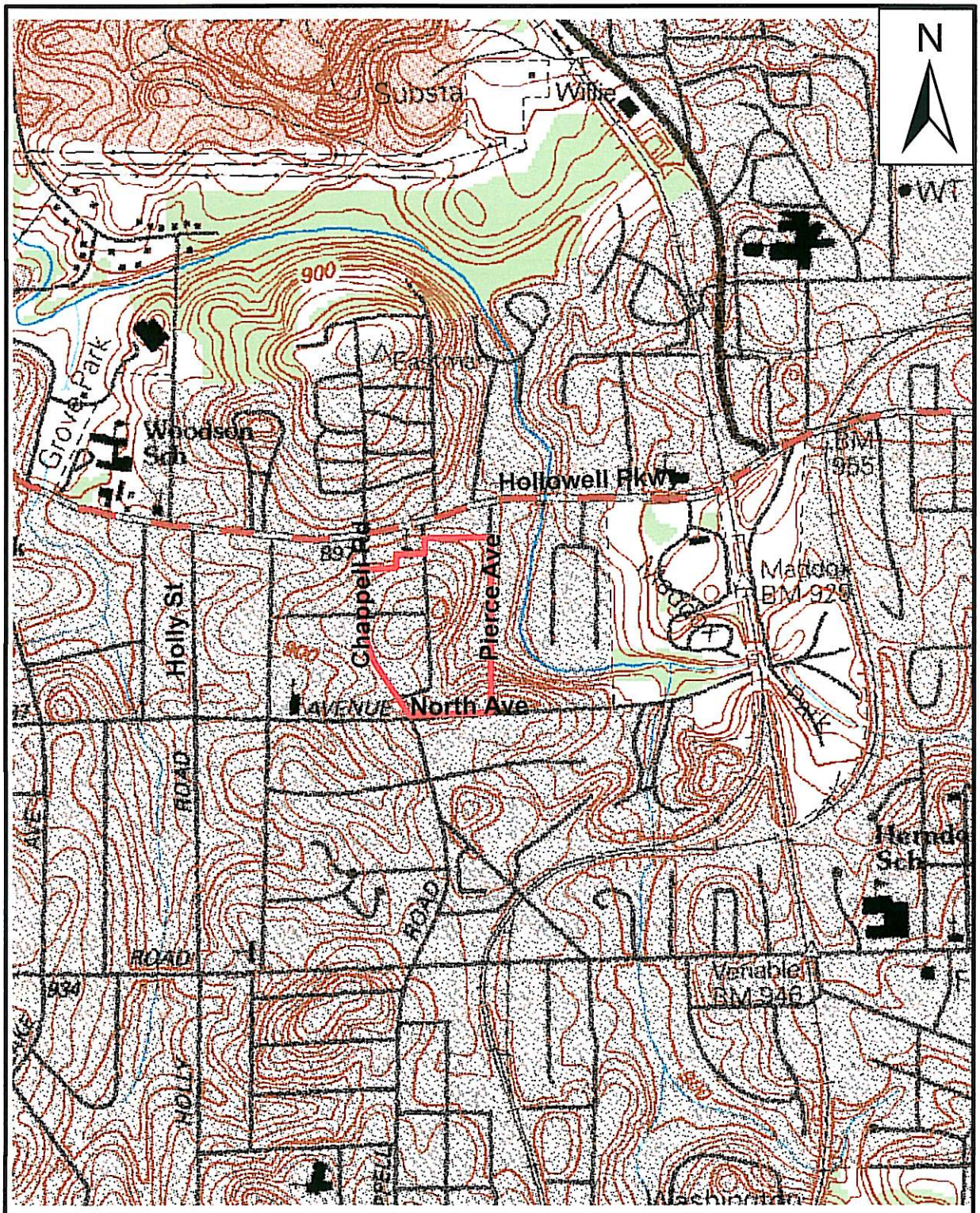

FIGURE 8

Elbridge Historic District (Property #2)

Hollowell Parkway Pedestrian and Intersection Improvements

Source: Northwest Atlanta, GA Quadrangle
USGS 7.5' Series
(Topographic)

1,000 500 0 1,000

Feet

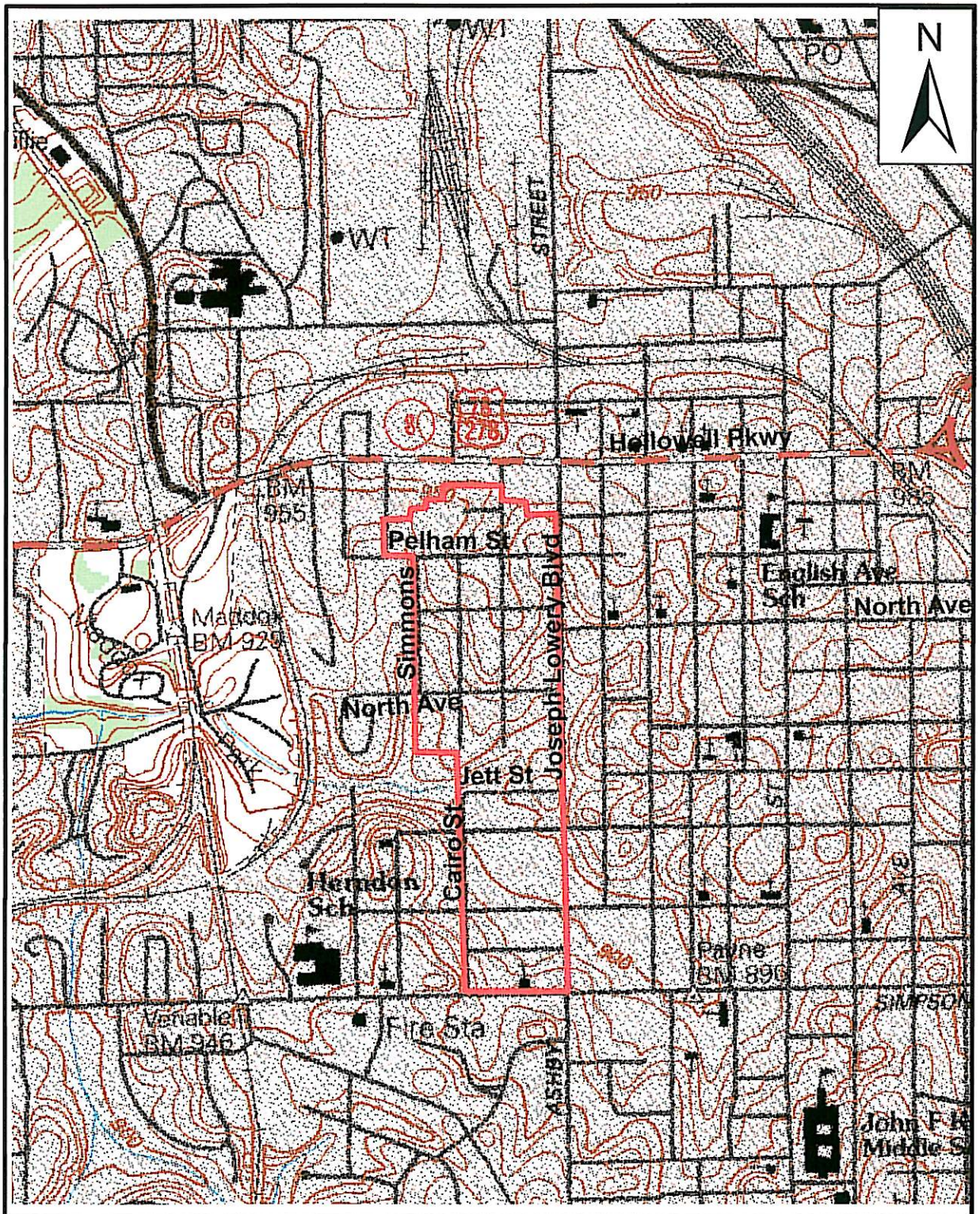

FIGURE 9

Bankhead Historic District (Property #31)

Hollowell Parkway Pedestrian and Intersection Improvements

Source: Northwest Atlanta, GA Quadrangle
USGS 7.5' Series
(Topographic)

1,000 500 0 1,000

Feet

GEORGIA HISTORIC BRIDGE SURVEY FORM

GEORGIA DEPARTMENT OF TRANSPORTATION

HISTORIC BRIDGE INVENTORY REPORT

Serial #: 121-0003-0

NO ATTACHMENT

NO ATTACHMENT

County: FULTON **Municipality:** ATLANTA **GDOT District** 7 **Owner:** STATE

Location: N OF INTERSECTION W/ US 78

Bridge Name:

UTM: 16 756131 3706340

Facility Carried: NORTHSIDE DRIVE (US 41/SR 3)

Feature Intersected: CSX/NORFOLK SOUTHERN RAILROAD

Type: RIGID FRAME **Design:** CONTINUOUS

Material: REINFORCED CONCRETE **# Spans:** 2 **Length:** 161 **Width:** 81 **# Lanes:** 6

Railing Type: CONCRETE BARRIERS W/ TUBULAR HANDRAILS

Date of Construction: 1952 **Alteration:** **Source:** GDOT BRIDGE INSPECTION FILE

Designer/Builder: STATE HWY DEPT BRIDGE DEPT

Current National Register Status of Bridge: Not Previously Evaluated

Local, Determined Eligible, or NR Historic District/Status:

Assumed in 1994 that it was eligible as part of 1995 Atlanta Railroad Bridge and Viaduct Survey done by The Jaeger Co. Final of viaduct study does not mention it because it was outside their period of study.

Inventory NR Recommendation: **Eligible**

Setting/Context:

The bridge carries a striped, six-lane city street and sidewalks over six tracks of the former Southern Railway (now Norfolk Southern) and former Louisville & Nashville Railroad (now CSX) in northwest Atlanta. Historically, this was the line that served downtown Atlanta's passenger stations, but now serves only as a connector between the main freight lines to the north and west with those to the south and east. A parking lot and modern office redevelopment are to the northeast. The intersection with US 78 (Bankhead Highway) is to the south.

Physical Description:

The asymmetrical, yet well-proportioned, 2-span, 161'-long, continuous, reinforced-concrete rigid frame bridge has one 123'-long span and one 89'-long span. The bridge is finished with concrete parapets that have paneled roadway faces with built-in circular-shaped lights. The sidewalks and parapets are supported on ovolo cantilevered deck sections.

Summary of Significance:

The 1952 rigid frame bridge is a complete example of the post-war Art-Moderne style, and the only architectonic, pre-1966 rigid frame bridge identified in Georgia. It is technologically significant in the state context (Criterion C). Reinforced-concrete rigid frame bridges were considered to have "extreme adaptability to architectural expression as compared with ordinary types of construction" according to Arthur G. Hayden of the Westchester County (NY) Park Commission. Hayden is credited with introducing the bridge type into the United States for Westchester's

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pioneering parkway system, which he helped to develop starting in the early 1920s. The rigid frame technology originated in Europe during the last part of the 19th century, but it was Hayden who popularize the bridge type through technical articles, an influential 1931 textbook, and many handsome bridges that demonstrated the seemingly infinite variety of possibilities to accent the graceful, cast-in-place bridge type. Multi-span, continuous rigid-frame bridges were more difficult to design, due to indeterminate stresses, and were generally not attempted until the late 1930s, due to advances in theoretical analysis.

In the late 1920s to 1930s, rigid frame bridges were employed throughout the country for bridges in parks, along parkways, and even for major highways, but it never rose to be a popular type in Georgia, even in Atlanta, probably because it did not lend itself to standardization or ease of superstructure construction, which requires formwork. Furthermore, efforts to build expressways and urban arterials did not begin in earnest Georgia until the Atlanta expressway in the late 1940s, by which time other bridge types, and a declining interest in aesthetic designs in general, was leading to more limited use of the reinforced-concrete rigid frame type. Reinforced-concrete rigid frame bridges have an intrinsic, shallow arch profile because of the material required at the knees where the top and legs meet and where the stresses (moments) are the greatest. Span lengths are between 30' and 70', and the finish generally has an architectural treatment. This example was built by the city with state/federal participation as part of the improvements recommended by the Lochner Plan.

Bibliography:

GADOT. Bridge Inspection File & Plans.
H. W. Lochner & Co. Highway and Transportation Plan for Atlanta, Georgia. 1946.
Arthur G. Hayden. The Rigid Frame Bridge. 1931.

Reviewed By/ Date: MEM

Notes/Comments It is a rigid frame, not a slab bridge, as reported in BMS .

NO ATTACHMENT | NO ATTACHMENT | NO ATTACHMENT | NO ATTACHMENT

Serial #: 121-0003-0 **County:** FULTON **District** 7 **City:** ATLANTA

NO ATTACHMENT

NO ATTACHMENT

NO ATTACHMENT

NO ATTACHMENT

6. Minutes of Concept Meeting

ASG Headquarters: 270 Peachtree Street NW, Suite 1600, Atlanta, GA 30303
404-524-5800 (Main) 404-584-1799 (Fax)

CONCEPT TEAM MEETING MINUTES

GDOT PI 0010322 – FULTON COUNTY

SR 8/Donald Lee Hollowell from CS 797/West Lake Ave to Proctor Creek

GDOT General Office, 600 West Peachtree Street, Atlanta, GA 30308 – Rooms 403 & 404

November 27, 2012

I. Introduction – The Concept Team Meeting for the DL Hollowell Parkway Improvements was held on November 27, 2012 in the GDOT General Office, Rooms 403 & 404. In attendance were:

Merishia Robinson, GDOT Project Manager
Daniel Ephraim – City of Atlanta Project Manager
Amy Goodwin – ARC, LCI Projects
Joe Palladi – ARC , LCI Projects
Allen Johnson – Atlanta Services Group Joint Venture/Beyondsites Technology, Inc.
Vicki Gavalas – GDOT District 7 Planning and Programming Engineer
AlvinGutierrez – FHWA
Persephone Goodwin – GDOT District 7 Area 4 Construction
Patrick Allen – GDOT State Utilities Office
Steve Matthews – GDOT Engineering Services
Tamaya Huff – GDOT Pedestrian and Bike Coordinator
Russ Danser – Atlanta Services Group Joint Venture/Edwards-Pitman Environmental
Grant Hudson – Atlanta Services Group Joint Venture/Edwards Pitman Environmental
Clint Parker – Atlanta Services Group PM/Beyondsites Technology, Inc.

II. The purpose of the meeting was to formally present the Concept Report for review and approval. The meeting was opened by Merishia Robinson (MR) at 10:00 AM.

III. Welcome/Project Identification – Merisha Robinson, GDOT Project Manager

IV. Introduction of Attendees

V. Project Presentation – Clint Parker presented a powerpoint presentation of the proposed improvements

A. Environmental Data – Russ Danser, Edwards Pitman

1. History

a) Grove Park Historic District

(1) Developer built Grove Park Inn, bungalows with similar architecture

(2) Trees may be an issue

(3) There is some granite curbing along project

(4) Rock walls in some locations may cause NHPA Section 106 issue

2. Archeology

a) Resources may be present near Grove Park. There may also be Civil War resources in the area.

3. Public Involvement

a) From an Environmental Justice standpoint, may need another PIOH since last was held in 2009.

B. Questions & Answers

1. Amy Goodwin, ARC: Question about bike lanes. Josh Mello with the City requested to add bike lanes to the TIP. The scope change was made in August. This concept does not show them. Clint Parker stated that the City looked at adding a one-way pair, striped bike path as part of the 10' sidewalk on this project, or they could be added later. Amy stated that the latest TIP budget is higher than the concept estimate. The City can add the one way pair now or amend the TIP. Daniel Ephraim said that the City will add them to this project. Patrick Allen stated that there is a similar project on Spring Road in Cobb County that includes the one-way bicycle tracks.

2. Joe Palladi, ARC: 11' lanes with header curb is a concern because of bus and truck traffic along with drainage issues. What about 12' outside lanes or 11' lanes with a 1' gutter? Clint Parker stated that a 1' gutter is a possibility.

a) Joe Palladi later stated that a 12' outside lane is preferable to maintain the option to utilize granite curbing in response to a need for SHPO coordination for the existing granite curbing along some portions of the project.

3. Joe Palladi, ARC: Cable is not listed as a utility. Signal interconnect should also be checked. Clint stated that cable appears to be on the overhead poles, but that will be checked along with signal interconnect.

4. Patrick Allen: Consider acquiring enough right-of-way for future utility relocations so that property owners only need to be approached once.

5. Tamaya Huff: Has MARTA Been contacted regarding this project? What are the plans for pads and shelters? Clint Parker stated that Johnny Dunning (MARTA) was contacted about the project and the project is focusing on streetscape and has not addressed new bus shelters. Johnny Dunning is no longer with MARTA – GDOT will provide the new MARTA contact.

6. Vicki Gavalas: Is the population long term or transient? If transient, the PIOH was too long ago. Edwards Pitman does not know at this time if the population is transient. Joe Palladi suggested having an opportunity for another public meeting in an open house type format.

7. Joe Palladi (JP): Reword alternative analysis. The City now has a hybrid of Alternative 1 (no bike lanes) and Alternate 2 (on street bike lanes) with the bike lanes added.

8. (JP): There is no dimension on the typical section from the outside of the sidewalk to the shoulder break.

9. (JP): Are there brick pavers between the curb and sidewalk? Clint stated yes.

10. (JP): Is a pavement overlay planned for DL Hollowell? The concept shows an overlay.

a) Clint Parker (CP): Yes, the City plans to coordinate with GDOT to coincide with any scheduled overlay. Pavement overlay is part of the construction cost estimate

11. GDOT Construction: Is any street furniture proposed?

a) (CP) No, there will only be furniture zones.

b) Joe Palladi suggested that the plan state that there is no furniture proposed for this project.

12. GDOT Construction: Will the project include roadway and pedestrian lighting? Yes, pedestrian lighting and streetlights. The City is also looking at separate streetlights.

13. GDOT Utilities: What are the plans for driveways? The City plans to define driveways to cut down on ingress and egress.

14. GDOT Construction: Need to work with SHPO on granite curbing

15. Amy Goodwin, ARC: There is a new limited scope Concept Report. Based on the requirements, all LCIs are covered by this new report. Merishia Robinson stated that since this report is underway, it will stay with its current format. Amy asked whether the review of the full report will take longer than the limited report. Merishia will look into it. A hybrid report is possible.

VI. Concept Report Comments

A. Planning – none

B. Right of Way – none

C. Environmental

D. Traffic Operations

1. Verify all pedestrian beacons shown.

a) (CP) The Pedestrian HAWK signals shown on the layout will be removed because a study was done and they did not meet warrants for the pedestrian signals.

2. GDOT has overlaid the roadway and removed a crosswalk shown on the plans. The City does not plan to replace that crosswalk since the apartment complex shown on the plans is no longer there. This will be reviewed.

3. Tamaya Huff: Would like to have a copy of the traffic study.

4. Look at right of way footprint in regards to utilities.

E. Utilities

F. Design Policy

1. Comments received via email. Majority addressed minimizing attachments and rewording "improve safety". Merishia Robinson will forward comments to Clint Parker.

G. Construction

1. Do the plans show new traffic signals? Yes, the traffic signals are proposed to be upgraded to mast arms.

VII. Additional Comments from Attendees

1. GDOT Construction: Will there be a Mowing and Maintenance (MMA) agreement? Yes due to the street trees. Clint will confirm the horizontal offset for the trees.

2. ARC: TIP shows Federal Construction $2,956, 055, Local Construction $739,014

3. The addition of bike lanes on the project will include the addition of pedestrian bridges over Proctor Creek.

VIII. Final Remarks from Project Manager

A. Action Items

1. Draft minutes due December 4, 2012

2. The one-way bike pair is to be added to the DL Hollowell Concept Report along with the pedestrian bridges.

3. A determination of which concept report to follow will be made by the GDOT Project Manager.

4. Merishia Robinson will forward concept report comments received via e-mail to Clint Parker.

5. Clint Parker will incorporate the comments received via e-mail into the Concept Report and submit for approval no later than January 18, 2013.

6. An opportunity for an additional PIOH will be scheduled to be held before the Right of Way Phase.

7. Additional comments may be submitted after review of the concept report by the GDOT Pedestrian and Bike Coordinator.

B. Other Remarks

1. This project will be full oversight. An additional signature block is needed.

2. ROW Authorization 2014

3. Construction Authorization 2016

IX. Meeting Adjourned

7. PFA

AGREEMENT

BETWEEN

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

AND

CITY OF ATLANTA

FOR

TRANSPORTATION FACILITY IMPROVEMENTS

This Framework Agreement is made and entered into this 9th day of December, 2011, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and the CITY OF ATLANTA, acting by and through its Mayor and City Council, hereinafter called the "LOCAL GOVERNMENT".

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to improve the transportation facility described in Attachment A, attached and incorporated herein by reference and hereinafter referred to as the "PROJECT"; and

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to participate in certain activities including the funding of certain portions of the PROJECT and the DEPARTMENT has relied upon such representations; and

WHEREAS, the DEPARTMENT has expressed a willingness to participate in certain activities of the PROJECT as set forth in this Agreement; and

WHEREAS, the Constitution authorizes intergovernmental agreements whereby state and local entities may contract with one another "for joint services, for the provision of services, or for the joint or separate use of facilities or equipment; but such contracts must deal with activities, services or facilities which the parties are authorized by law to undertake or provide." Ga. Constitution Article IX, §III, ¶I(a).

NOW THEREFORE, in consideration of the mutual promises made and of the benefits to flow from one to the other, the DEPARTMENT and the LOCAL GOVERNMENT hereby agree each with the other as follows:

1. The LOCAL GOVERNMENT has applied for and received "Qualification Certification" to administer federal-aid projects. The GDOT Certification Committee has reviewed, confirmed and approved the certification for the LOCAL GOVERNMENT to develop federal project(s) within the scope of its certification using the DEPARTMENT'S Local Administered Project Manual procedures. The LOCAL GOVERNMENT shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the preconstruction engineering (design) activities, hereinafter referred to as "PE", all reimburseable utility relocations, all non-reimburseable utilities owned by the LOCAL GOVERNMENT, railroad costs, right of way acquisitions and construction, as specified in Attachment A, attached hereto and incorporated herein by reference. Expenditures incurred by the LOCAL GOVERNMENT prior to the execution

of this AGREEMENT or subsequent funding agreements shall not be considered for reimbursement by the DEPARTMENT. PE expenditures incurred by the LOCAL GOVERNMENT after execution of this AGREEMENT shall be reimbursed by the DEPARTMENT once a written notice to proceed is given by the DEPARTMENT.

2. The DEPARTMENT shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the PE, right of way acquisitions, reimbursable utility relocations, railroad costs, or construction as specified in Attachment A.

3. It is understood and agreed by the DEPARTMENT and the LOCAL GOVERNMENT that the funding portion as identified in Attachment "A" of this Agreement only applies to the PE. The Right of Way and Construction funding estimate levels as specified in Attachment "A" are provided herein for planning purposes and do not constitute a funding commitment for right of way and construction. The DEPARTMENT will prepare LOCAL GOVERNMENT Specific Activity Agreements for funding applicable to Right of Way or Construction when appropriate.

Further, the LOCAL GOVERNMENT shall be responsible for repayment of any expended federal funds if the PROJECT does not proceed forward to completion due to a lack of available funding in future PROJECT phases, changes in local priorities or cancellation of the PROJECT by the LOCAL GOVERNMENT without concurrence by the DEPARTMENT.

4. The LOCAL GOVERNMENT shall be responsible for all costs for the continual maintenance and operations of any and all sidewalks and the grass strip between the curb and sidewalk within the PROJECT limits.

5. Both the LOCAL GOVERNMENT and the DEPARTMENT hereby acknowledge that Time is of the Essence. It is agreed that both parties shall adhere to the schedule of activities currently established in the approved Transportation Improvement Program/State Transportation Improvement Program, hereinafter referred to as "TIP/STIP". Furthermore, all parties shall adhere to the detailed project schedule as approved by the DEPARTMENT, attached as Attachment B and incorporated herein by reference. In the completion of respective commitments contained herein, if a change in the schedule is needed, the LOCAL GOVERNMENT shall notify the DEPARTMENT in writing of the proposed schedule change and the DEPARTMENT shall acknowledge the change through written response letter; provided that the DEPARTMENT shall have final authority for approving any change.

If, for any reason, the LOCAL GOVERNMENT does not produce acceptable deliverables in accordance with the approved schedule, the DEPARTMENT reserves the right to delay the PROJECT's implementation until funds can be re-identified for right of way or construction, as applicable.

6. The LOCAL GOVERNMENT shall certify that the regulations for "CERTIFICATION OF COMPLIANCES WITH FEDERAL PROCUREMENT REQUIREMENTS, STATE AUDIT REQUIREMENTS, and FEDERAL AUDIT REQUIREMENTS" are understood and will comply in full with said provisions.

7. The LOCAL GOVERNMENT shall accomplish the PE activities for the PROJECT. The PE activities shall be accomplished in accordance with the DEPARTMENT's Plan Development Process hereinafter referred to as "PDP", the applicable guidelines of the American Association of State Highway and Transportation Officials, hereinafter referred to as "AASHTO", the DEPARTMENT's Standard Specifications Construction of Transportation Systems, and all applicable design guidelines and policies of the DEPARTMENT to produce a cost effective PROJECT. Failure to follow the PDP and all applicable guidelines and policies will jeopardize the use of Federal Funds in some or all categories outlined in this agreement, and it shall be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding. The LOCAL GOVERNMENT's responsibility for PE activities shall include, but is not limited to the following items:

a. Prepare the PROJECT Concept Report and Design Data Book in accordance with the format used by the DEPARTMENT. The concept for the PROJECT shall be developed to accommodate the future traffic volumes as generated by the LOCAL GOVERNMENT as provided for in paragraph 7b and approved by the DEPARTMENT. The concept report shall be approved by the DEPARTMENT prior to the LOCAL GOVERNMENT beginning further

development of the PROJECT plans. It is recognized by the parties that the approved concept may be updated or modified by the LOCAL GOVERNMENT as required by the DEPARTMENT and re-approved by the DEPARTMENT during the course of PE due to updated guidelines, public input, environmental requirements, Value Engineering recommendations, Public Interest Determination (PID) for utilities, utility/railroad conflicts, or right of way considerations.

b. Prepare a Traffic Study for the PROJECT that includes Average Daily Traffic, hereinafter referred to as "ADT", volumes for the base year (year the PROJECT is expected to be open to traffic) and design year (base year plus 20 years) along with Design Hour Volumes, hereinafter referred to as "DHV", for the design year. DHV includes morning (AM) and evening (PM) peaks and other significant peak times. The Study shall show all through and turning movement volumes at intersections for the ADT and DHV volumes and shall indicate the percentage of trucks on the facility. The Study shall also include signal warrant evaluations for any additional proposed signals on the PROJECT.

c. Prepare environmental studies, documentation, reports and complete Environmental Document for the PROJECT along with all environmental re-evaluations required that show the PROJECT is in compliance with the provisions of the National Environmental Policy Act or the Georgia Environmental Policy Act as per the DEPARTMENT's Environmental Procedures Manual, as appropriate to the PROJECT funding. This shall include any and all

archaeological, historical, ecological, air, noise, community involvement, environmental justice, flood plains, underground storage tanks, and hazardous waste site studies required. The completed Environmental Document approval shall occur prior to Right of Way funding authorization. A re-evaluation is required for any design change as described in Chapter 7 of the Environmental Procedures Manual. In addition, a re-evaluation document approval shall occur prior to any Federal funding authorizations if the latest approved document is more than 6 months old. The LOCAL GOVERNMENT shall submit to the DEPARTMENT all studies, documents and reports for review and approval by the DEPARTMENT, the FHWA and other environmental resource agencies. The LOCAL GOVERNMENT shall provide Environmental staff to attend all PROJECT related meetings where Environmental issues are discussed. Meetings include, but are not limited to, concept, field plan reviews and value engineering studies.

d. Prepare all PROJECT public hearing and public information displays and conduct all required public hearings and public information meetings with appropriate staff in accordance with DEPARTMENT practice.

e. Perform all surveys, mapping, soil investigations and pavement evaluations needed for design of the PROJECT as per the appropriate DEPARTMENT Manual.

f. Perform all work required to obtain all applicable PROJECT permits, including, but not limited to, Cemetery, TVA and US Army Corps of Engineers permits, Stream Buffer Variances and Federal Emergency Management Agency (FEMA) approvals. The LOCAL GOVERNMENT shall provide all mitigation required for the project, including but not limited to permit related mitigation. All mitigation costs are considered PE costs. PROJECT permits and non-construction related mitigation must be obtained and completed 3 months prior to the scheduled let date. These efforts shall be coordinated with the DEPARTMENT.

g. Prepare the stormwater drainage design for the PROJECT and any required hydraulic studies for FEMA Floodways within the PROJECT limits. Acquire of all necessary permits associated with the Hydraulic Study or drainage design.

h. Prepare utility relocation plans for the PROJECT following the DEPARTMENT's policies and procedures for identification, coordination and conflict resolution of existing and proposed utility facilities on the PROJECT. These policies and procedures, in part, require the Local Government to submit all requests for existing, proposed, and relocated facilities to each utility owner within the project area. Copies of all such correspondence, including executed agreements for reimbursable utility/railroad relocations, shall be forwarded to the DEPARTMENT's Project Manager and the District Utilities Engineer and require that any conflicts with the PROJECT be resolved by the LOCAL

GOVERNMENT. If it is determined that the PROJECT is located on an on-system route or is a DEPARTMENT LET PROJECT, the LOCAL GOVERNMENT and the District Utilities Engineer shall ensure that permit applications are approved for each utility company in conflict with the project. If it is determined through the DEPARTMENT's Project Manager and State Utilities Office during the concept or design phases the need to utilize Overhead/Subsurface Utility Engineering, hereinafter referred to as "SUE", to obtain the existing utilities, the LOCAL GOVERNMENT shall be responsible for acquiring those services. SUE costs are considered PE costs.

i. Prepare, in English units, Preliminary Construction plans, Right of Way plans and Final Construction plans that include the appropriate sections listed in the Plan Presentation Guide, hereinafter referred to as "PPG", for all phases of the PDP. All drafting and design work performed on the project shall be done utilizing Microstation and CAiCE software respectively using the DEPARTMENT's Electronic Data Guidelines. The LOCAL GOVERNMENT shall further be responsible for making all revisions to the final right of way plans and construction plans, as deemed necessary by the DEPARTMENT, for whatever reason, as needed to acquire the right of way and construct the PROJECT.

j. Prepare PROJECT cost estimates for construction, Right of Way and Utility/railroad relocation along with a Benefit Cost, hereinafter referred to as "B/C ratio" at the following project stages: Concept, Preliminary Field Plan Review, Right of Way plan approval (Right of Way cost only), Final Field Plan

Review and Final Plan submission using the applicable method approved by the DEPARTMENT. The cost estimates and B/C ratio shall also be updated yearly if the noted project stages occur at a longer frequency. Failure of the LOCAL GOVERNMENT to provide timely and accurate cost estimates and B/C ratio may delay the PROJECT's implementation until additional funds can be identified for right of way or construction, as applicable.

k. Provide certification, by a Georgia Registered Professional Engineer, that the Design and Construction plans have been prepared under the guidance of the professional engineer and are in accordance with AASHTO and DEPARTMENT Design Policies.

l. Provide certification, by a Level II Certified Design Professional that the Erosion Control Plans have been prepared under the guidance of the certified professional in accordance with the current Georgia National Pollutant Discharge Elimination System.

m. Provide a written certification that all appropriate staff (employees and consultants) involved in the PROJECT have attended or are scheduled to attend the Department's PDP Training Course and Local Administered Project Training. The written certification shall be received by the Department no later than the first day of February of every calendar year until all phases have been completed.

8. The Primary Consultant firm or subconsultants hired by the LOCAL GOVERNMENT to provide services on the PROJECT shall be prequalified with the DEPARTMENT in the appropriate area-classes. The DEPARTMENT shall, on request, furnish the LOCAL GOVERNMENT with a list of prequalified consultant firms in the appropriate area-classes. The LOCAL GOVERNMENT shall comply with all applicable state and federal regulations for the procurement of design services and in accordance with the Brooks Architect-Engineers Act of 1972, better known as the Brooks Act, for any consultant hired to perform work on the PROJECT.

9. The DEPARTMENT shall review and has approval authority for all aspects of the PROJECT provided however this review and approval does not relieve the LOCAL GOVERNMENT of its responsibilities under the terms of this agreement. The DEPARTMENT will work with the FHWA to obtain all needed approvals as deemed necessary with information furnished by the LOCAL GOVERNMENT.

10. The LOCAL GOVERNMENT shall be responsible for the design of all bridge(s) and preparation of any required hydraulic and hydrological studies within the limits of this PROJECT in accordance with the DEPARTMENT's policies and guidelines. The LOCAL GOVERNMENT shall perform all necessary survey efforts in order to complete the hydraulic and hydrological studies and the design of the bridge(s). The final bridge plans shall be incorporated into this PROJECT as a part of this Agreement.

11. The LOCAL GOVERNMENT unless otherwise noted in attachment "A" shall be responsible for funding all LOCAL GOVERNMENT owned utility relocations and all

other reimbursable utility/railroad costs. The costs include but are not limited to PE, easement acquisition, and construction activities necessary for the utility/railroad to accommodate the PROJECT. The terms for any such reimbursable relocations shall be laid out in an agreement that is supported by plans, specifications, and itemized costs of the work agreed upon and shall be executed prior to certification by the DEPARTMENT. The LOCAL GOVERNMENT shall certify via written letter to the DEPARTMENT's Project Manager and District Utilities Engineer that all Utility owners' exsiting and proposed facilities are shown on the plans with no conflicts 3 months prior to advertising the PROJECT for bids and that any required agreements for reimbursable utility/railroad costs have been fully executed. Further, this certification letter shall state that the LOCAL GOVERNMENT understands that it is responsible for the costs of any additional reimbursable utility/railroad confilcts that arise on construction.

12. The DEPARTMENT will be responsible for all railroad coordination on DEPARTMENT Let and/or State Route (On-System) projects; the LOCAL GOVERNMENT shall address concerns, comments, and requirements to the satisfaction of the Railroad and the DEPARTMENT. If the LOCAL GOVERNMENT is shown to LET the construction in Attachment "A" on off-system routes, the LOCAL GOVERNMENT shall be responsible for all railroad coordination and addressing concerns, comments, and requirements to the satisfaction of the Railroad and the DEPARTMENT for PROJECT.

13. The LOCAL GOVERNMENT shall be responsible for acquiring a Value Engineering Consultant for the DEPARTMENT to conduct a Value Engineering Study if the total estimated PROJECT cost is $10 million or more. The Value Engineering Study cost is considered a PE cost. The LOCAL GOVERNMENT shall provide project related design data and plans to be evaluated in the study along with appropriate staff to present and answer questions about the PROJECT to the study team. The LOCAL GOVERNMENT shall provide responses to the study recommendations indicating whether they will be implemented or not. If not, a valid response for not implementing shall be provided. Total project costs include PE, right of way, and construction, reimbursable utility/railroad costs.

14. The LOCAL GOVERNMENT, unless shown otherwise on Attachment A, shall acquire the Right of way in accordance with the law and the rules and regulations of the FHWA including, but not limited to, Title 23, United States Code; 23 CFR 710, et. Seq., and 49 CFR Part 24 and the rules and regulations of the DEPARTMENT. Upon the DEPARTMENT's approval of the PROJECT right of way plans, verification that the approved environmental document is valid and current, a written notice to proceed will be provided by the DEPARTMENT for the LOCAL GOVERNMENT to stake the right of way and proceed with all pre-acquisition right of way activities. The LOCAL GOVERNEMENT shall not proceed to property negotiation and acquisition whether or not the right of way funding is Federal, State or Local, until the right of way agreement named "Contract for the Acquisition of Right of Way" prepared by the DEPARTMENT's Office of Right of Way is executed between the LOCAL GOVERNMENT and the DEPARTMENT. Failure of the LOCAL GOVERNMENT to adhere to the provisions and

requirements specified in the acquisition contract may result in the loss of Federal funding for the PROJECT and it will be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding. Right of way costs eligible for reimbursement include land and improvement costs, property damage values, relocation assistance expenses and contracted property management costs. Non reimbursable right of way costs include administrative expenses such as appraisal, consultant, attorney fees and any in-house property management or staff expenses. The LOCAL GOVERNMENT shall certify that all required right of way is obtained and cleared of obstructions, including underground storage tanks, 3 months prior to advertising the PROJECT for bids.

15. The DEPARTMENT unless otherwise shown in Attachment "A" shall be responsible for Letting the PROJECT to construction, solely responsible for executing any agreements with all applicable utility/railroad companies and securing and awarding the construction contract for the PROJECT when the following items have been completed and submitted by the LOCAL GOVERNMENT:

a. Submittal of acceptable PROJECT PE activity deliverables noted in this agreement.

b. Certification that all needed rights of way have been obtained and cleared of obstructions.

c. Certification that the environmental document is current and all needed permits and mitigation for the PROJECT have been obtained.

d. Certification that all Utility/Railroad facilities, existing and proposed, within the PROJECT limits are shown, any conflicts have been resolved and reimbursable agreements, if applicable, are executed.

If the LOCAL GOVERNMENT is shown to LET the construction in Attachment "A", the LOCAL GOVERNMENT shall provide the above deliverables and certifications and shall follow the requirements stated in Chapter 10 of the DEPARTMENT"s Local Administered Project Manual.

16. The LOCAL GOVERNMENT shall provide a review and recommendation by the engineer of record concerning all shop drawings prior to the DEPARTMENT review and approval. The DEPARTMENT shall have final authority concerning all shop drawings.

17. The LOCAL GOVERNMENT agrees that all reports, plans, drawings, studies, specifications, estimates, maps, computations, computer files and printouts, and any other data prepared under the terms of this Agreement shall become the property of the DEPARTMENT if the PROJECT is being let by the DEPARTMENT. This data shall be organized, indexed, bound, and delivered to the DEPARTMENT no later than the advertisement of the PROJECT for letting. The DEPARTMENT shall have the right to

use this material without restriction or limitation and without compensation to the LOCAL GOVERNMENT.

18. The LOCAL GOVERNMENT shall be responsible for the professional quality, technical accuracy, and the coordination of all reports, designs, drawings, specifications, and other services furnished by or on behalf of the LOCAL GOVERNMENT pursuant to this Agreement. The LOCAL GOVERNMENT shall correct or revise, or cause to be corrected or revised, any errors or deficiencies in the reports, designs, drawings, specifications, and other services furnished for this PROJECT. Failure by the LOCAL GOVERNMENT to address the errors or deficiencies within 30 days of notification shall cause the LOCAL GOVERNMENT to assume all responsibility for construction delays caused by the errors and deficiencies. All revisions shall be coordinated with the DEPARTMENT prior to issuance. The LOCAL GOVERNMENT shall also be responsible for any claim, damage, loss or expense, to the extent allowed by law that is attributable to errors, omissions, or negligent acts related to the designs, drawings, specifications, and other services furnished by or on behalf of the LOCAL GOVERNMENT pursuant to this Agreement.

This Agreement is made and entered into in FULTON COUNTY, GEORGIA, and shall be governed and construed under the laws of the State of Georgia.

The covenants herein contained shall, except as otherwise provided, accrue to the benefit of and be binding upon the successors and assigns of the parties hereto.

IN WITNESS WHEREOF, the DEPARTMENT and the LOCAL GOVERNMENT have caused these presents to be executed under seal by their duly authorized representatives.

DEPARTMENT OF TRANSPORTATION

BY: _____
COMMISSIONER

ATTEST:
_____
Treasurer

CITY OF ATLANTA

BY: _____ (SEAL)
MAYOR KASIM REED

Signed, sealed and delivered this day of August 26th 2011, in the presence of

_____
NOTARY PUBLIC

ATTEST:

_____
MUNICIPAL CLERK (Seal)

APPROVED AS TO FORM:

_____
City Attorney

FEIN **58-6000511**

RECOMMENDED:

_____
Chief Financial Officer

_____
Commissioner, Dept. of Public Works

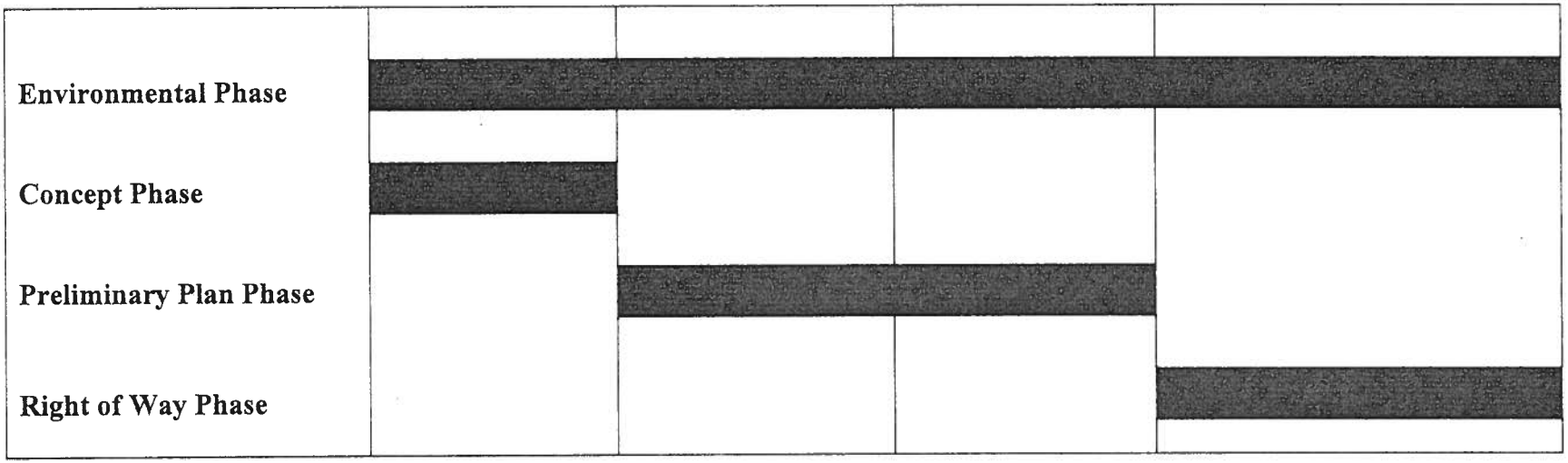
ATTACHMENT "A"
Project Number: 0010322 & 0010323 – City of Atlanta

Project	Preliminary Engineering		Right of Way			Construction		Utility Relocation	
(PI#, Project #, Description)	Funding	PE Activity by	*Funding of Real Property	Acq. by	Acq. Fund by	*Funding	Letting by	Utility Funding by	Railroad Funding by
P.I. # 0010322 SR 8 FM CS 797/West Lake Ave. to Proctor Creek - LCI	(80%) Federal ($469,833) (20%) Local Gov. ($228,167) >($698,000) 100% Local Gov.	Local Gov.	(100%) Local Gov. ($514,990)	Local Gov.	Local Gov.	(80%) Federal ($2,505,776) (20%) Local Gov. ($626,444) >($3,132,220) 100% Local Gov.	Local Gov.	100% Local Gov.	100% Local Gov.
P.I. # 0010323 SR 260 @ SR 42/US 23 - LCI	(80%) Federal ($256,000) (20%) Local Gov. ($64,000) >($320,000) 100% Local Gov.	Local Gov.	(100%) Local Gov. ($339,075)	Local Gov.	Local Gov.	(80%) Federal ($1,333,980.80) (20%) Local Gov. ($333,495.20) >($1,667,476) 100% Local Gov.	Local Gov.	100% Local Gov.	100% Local Gov.

Note: Maximum allowable GDOT participating amounts for PE category shall be shown above. Local Government will only be reimbursed the percentage of the accrued invoiced amounts up to but not to exceed the maximum amount indicated. *R/W and Construction amounts shown are estimates for budget planning purposes only.

ATTACHMENT "B"
0010322 – City of Atlanta

Proposed Project Schedule



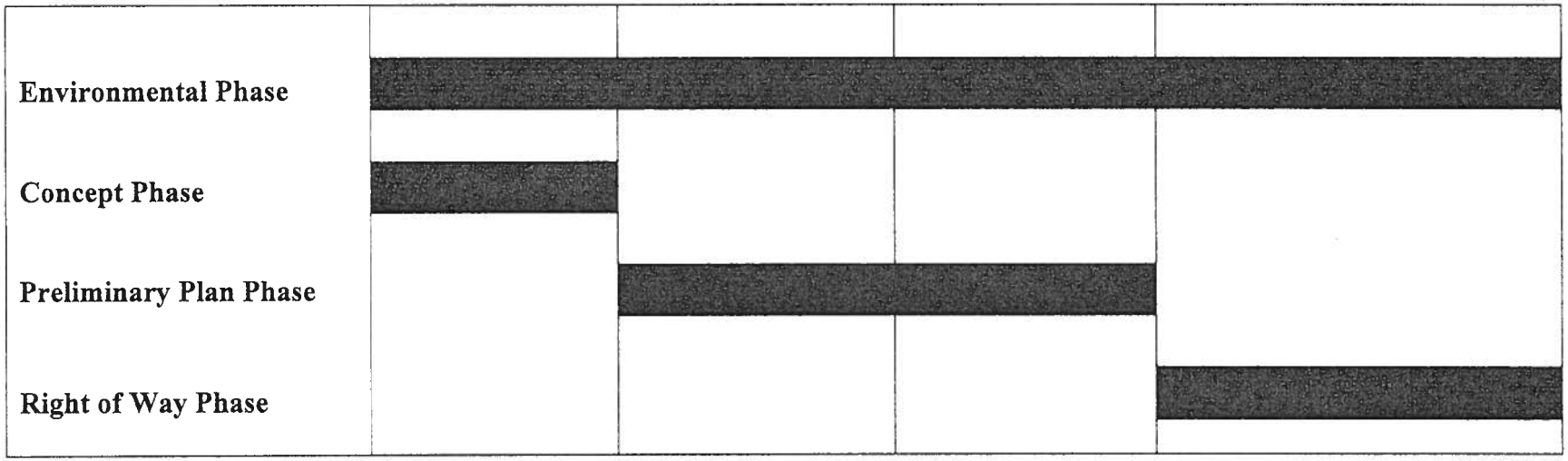
Deadlines for Responsible Parties	**Execute Agreement**	**April/2012** (Approve Concept)	**January/2013** (Approve Env. Document)	**June/2013** (Authorize Right of Way funds)	**April/2014** (Authorize Const. funds)

Annual Reporting Requirements

The Local Government shall provide a written status report to the Department's Project Manager with the actual phase completion date(s) and the percent complete/proposed completion date of incomplete phases. The written status report shall be received by the Department no later than the first day of February of every calendar year until all phases have been completed.

ATTACHMENT "B"
0010323 – City of Atlanta

Proposed Project Schedule



Deadlines for Responsible Parties	**Execute Agreement**	**April/2012** (Approve Concept)	**June/2012** (Approve Env. Document)	**January/2013** (Authorize Right of Way funds)	**August/2013** (Authorize Const. funds)

Annual Reporting Requirements

The Local Government shall provide a written status report to the Department's Project Manager with the actual phase completion date(s) and the percent complete/proposed completion date of incomplete phases. The written status report shall be received by the Department no later than the first day of February of every calendar year until all phases have been completed.

GEORGIA SECURITY AND IMMIGRATION COMPLIANCE ACT AFFIDAVIT

Contract No. and Name: **D.L. HOLLOWELL/MORELAND GLENWOOD LCI PROJECTS**

P.I. NUMBER 0010322 & 0010323

Contractor's Name: **CITY OF ATLANTA**

STATE OF GEORGIA CONTRACTOR AFFIDAVIT

By executing this affidavit, the undersigned Contractor verifies its compliance with O.C.G.A. §13-10-91, stating affirmatively that the individual, firm, or corporation which is contracting with the Georgia Department of Transportation has registered with and is participating in a federal work authorization program*, in accordance with the applicability provisions and deadlines established in O.C.G.A. 13-10-91.

46710
EEV / E-Verify™ User Identification Number

Shaun A. Mabry
BY: Authorized Officer or Agent

Shaun A. Mabry
Printed Name of Authorized Officer or Agent

11/17/2011
Date of Authorization

Date

HR Generalist
Title of Authorized Officer or Agent of Contractor

SUBSCRIBED AND SWORN
BEFORE ME ON THIS THE
17th DAY OF November, 2011

Tachia Maria Gray
Notary Public

[NOTARY SEAL]
My Commission Expires:

TACHIA MARIA GRAY
NOTARY PUBLIC
FULTON COUNTY, GEORGIA
MY COMMISSION EXPIRES OCTOBER 9, 2012

The undersigned further agrees that, should it employ or contract with any subcontractor(s) in connection with the physical performance of services pursuant to this contract with the Georgia Department of Transportation, Contractor will secure from such subcontractor(s) similar verification of compliance with O.C.G.A. § 13-10-91 on the Subcontractor Affidavit provided in Rule 300-10-01-.08 or a substantially similar form. Contractor further agrees to maintain records of such compliance and provide a copy of each such verification to the Georgia Department of Transportation at the time the subcontractor(s) is retained to perform such service.

BY: Authorized Officer or Agent

Commissioner
Title of Authorized Officer or Agent of Contractor

Richard Mendoza
Printed Name of Authorized Officer or Agent

SUBSCRIBED AND SWORN
BEFORE ME ON THIS THE
16th DAY OF November, 2011

Tatiana Maria Hunter
NOTARY PUBLIC

[NOTARY SEAL]
My Commission Expires: 12-9-2013

*any of the electronic verification of work authorization programs operated by the United States Department of Homeland Security or any equivalent federal work authorization program operated by the United States Department of Homeland Security to verify information of newly hired employees, pursuant to the Immigration Reform and Control Act of 1986 (IRCA), P.L. 99-603

8. Lighting Commitment Letter

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INDICATION OF LIGHTING SUPPORT

STREETSCAPE/EHNANCEMENT/L.C.I. PROJECT

Georgia Department of Transportation
ATTN: Brent Story, P.E., State Design Policy Engineer
Office of Design Policy & Support, 26th Floor
600 West Peachtree Street, NW
Atlanta, GA 30308

Location

The City of Atlanta supports the consideration of streetscape/enhancement/L.C.I. lighting.

Description: ***SR 8 from CS 797/West Lake Ave to Proctor Creek***

State/County Route Numbers: SR 8

Project: Fulton County (City of Atlanta) P.I. No. 0010322

Associated Conditions

The undersigned agrees to participate in the following maintenance of installed streetscape/enhancement lighting:

- The full and entire cost to energize the lighting system installed and provide for the maintenance/operation thereof;
- Any maintenance costs associated with the landscaping as approved by the local government and the Georgia Department of Transportation (after construction is complete)

We agree to participate in a formal *Local Government Lighting Project Agreement* during the preliminary design phase. This indication of support is submitted and all the conditions are hereby agreed to. The undersigned are duly authorized to execute this agreement.

This is the 28 day of June, 2013

By: Michele Ly

Title: Public Works Manager, Sr.

Approve:

Commissioner, Public Works
City of Atlanta